

IFW 2623

TRANSMITTAL FORM <i>(to be used for all correspondence after initial filing)</i>	Application Number	09/639,912
	Filing Date	August 16, 2000
	First Named Inventor	Greg A. Bengueult et al.
	Art Unit	2623
	Examiner Name	Annan Q. Shang
Total Number of Pages in This Submission	Attorney Docket Number	7784-000129

ENCLOSURES (check all that apply)		
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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application No.: 09/639,912
Filing Date: August 16, 2000
Applicant: Bengault et al
Group Art Unit: 2614
Examiner: Shang, Annan
Title: Method And Apparatus For Bi-Directional Data Services
And Live Television Programming To Mobile Platforms
Attorney Docket: 7784-000129

Declaration under 37 C.F.R. § 1.131

I hereby declare under penalty of perjury as follows:

That I am a co-inventor of the subject matter of U.S. patent application Serial No. 09/639,912, filed August 16, 2000 (the "'912 application").

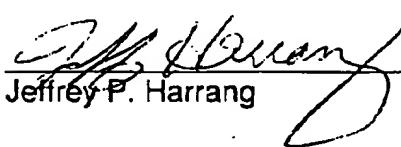
That the subject matter of the '912 application was conceived prior to May 26, 1998, the filing date of U.S. Patent No. 6,807,538 B1 to Weinberger et al (hereafter the "Weinberger et al patent").

That diligence was exercised from just prior to May 26, 1998 to the constructive reduction to practice of the subject matter of the '912 application, that date being November 5, 1998, which is the "Date Built" on page 1 of the previously submitted Invention Disclosure document.

That the subject matter of the '912 application has never been abandoned, suppressed or concealed.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 the United States Code, and that such willful false statement may jeopardize the validity of the application, and patent issuing thereon, or any patent to which this verified statement is directed.

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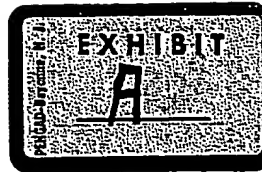
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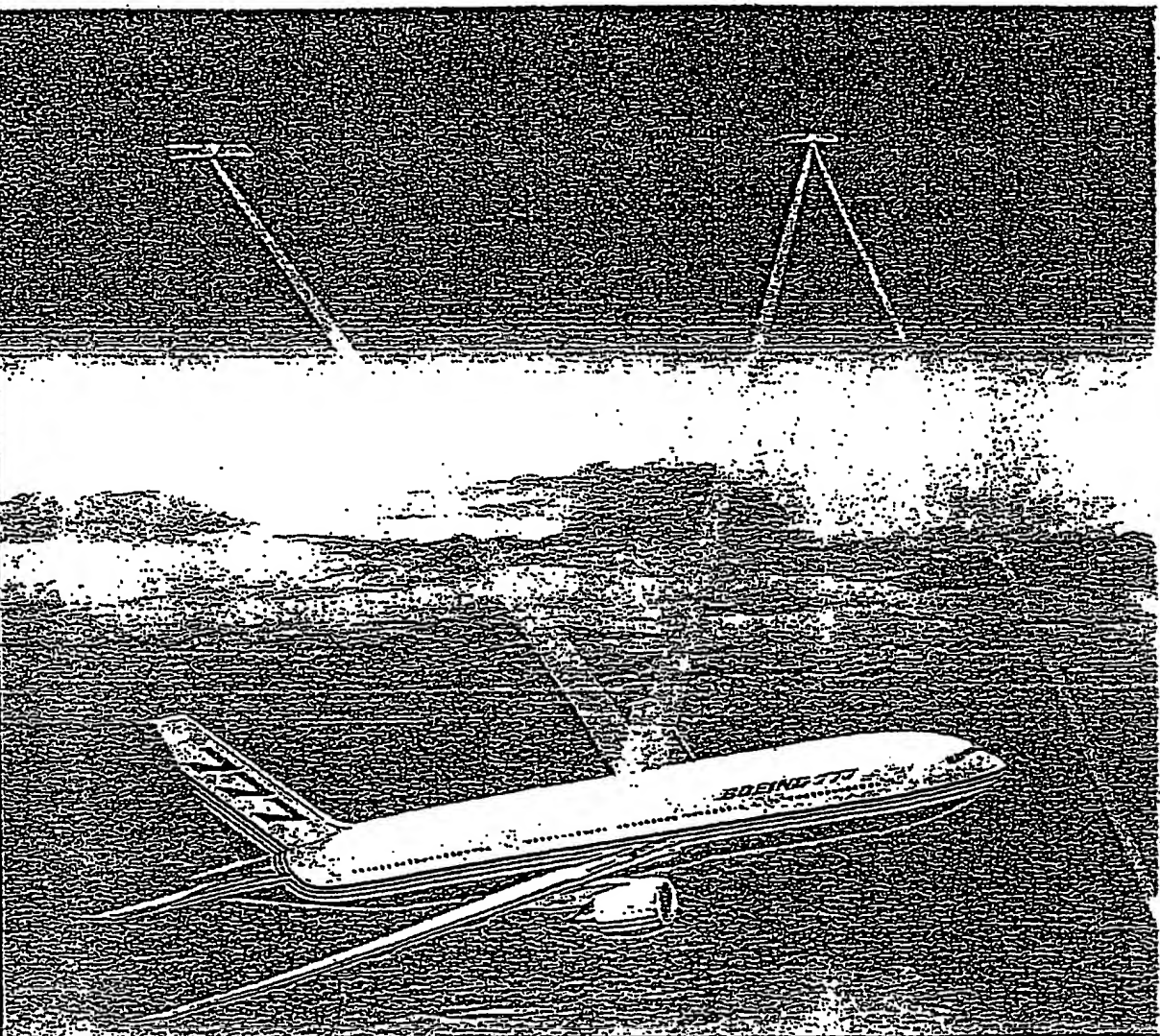


Demonstration and
Communication System
Architecture Description

2-1160-96DV-009-1

Wireless Aircraft Communicator (WAC)

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1.0 Introduction

Wireless Aircraft Communicator (WAC)

Demonstration and Communication System Architecture Description 2-1160-96DV-009-1

2.0 Operational Services
3.0 Demonstration Phase
4.0 Summary

Submitted to:
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ACRONYMS

A/C	aircraft
BCSC	Boeing Commercial Space Company
BIT	built-in test
BSS	broadcast satellite services
CDI	Computing Devices International
CDMA	code division multiple access
CONUS	Continental United States
COTS	commercial off the shelf
DBS	direct broadcast satellite
FACTS	flight attendant comments tracking system
FOQA	flight operations quality assurance
FMS	flight management system
FSS	fixed satellite service
IFE	inflight entertainment
INS	inertial navigation system
IRS	inertial reference system
ISDN	integrated services digital network
JWID	Joint Warrior Interoperability Demonstration
LNB	low-noise block
MB	megabytes
MMIC	monolithic microwave integrated circuit
MTBF	mean time between failure
N/A	not available
POTS	plain old telephone service
RF	radio frequency
TCP/IP	transmission control protocol/internet protocol
TDM	time division multiplex
UHF	ultra high frequency
USSB	United States Satellite Broadcasting
WAC	wireless aircraft communicator

1.0 INTRODUCTION

Boeing Commercial Space Company (BCSC) is pleased to have the opportunity to respond to the Delta Air Lines vision for improving customer services.

The BCSC response to the Delta tenders principally addresses the Wireless Aircraft Communicator (WAC) tender Nos. 14-95, sections 3.0 and 5.0, 12-95, section 1.7.1, and 13-95, section 1.5.1. Our system concept would interface with the Delta fleet wireless aircraft communicator onboard equipment and the Delta-TraasQuest ground systems.

BCSC is also responding to the Delta requirement for aircraft reception of live television, as applied to Distributed Entertainment applications to wide body aircraft under tender No. 12-95, section 1.4. While not specified by Delta for application to the narrow body fleet, this capability could interface with existing and proposed Inflight Entertainment system distribution architectures for narrow body-type aircraft.

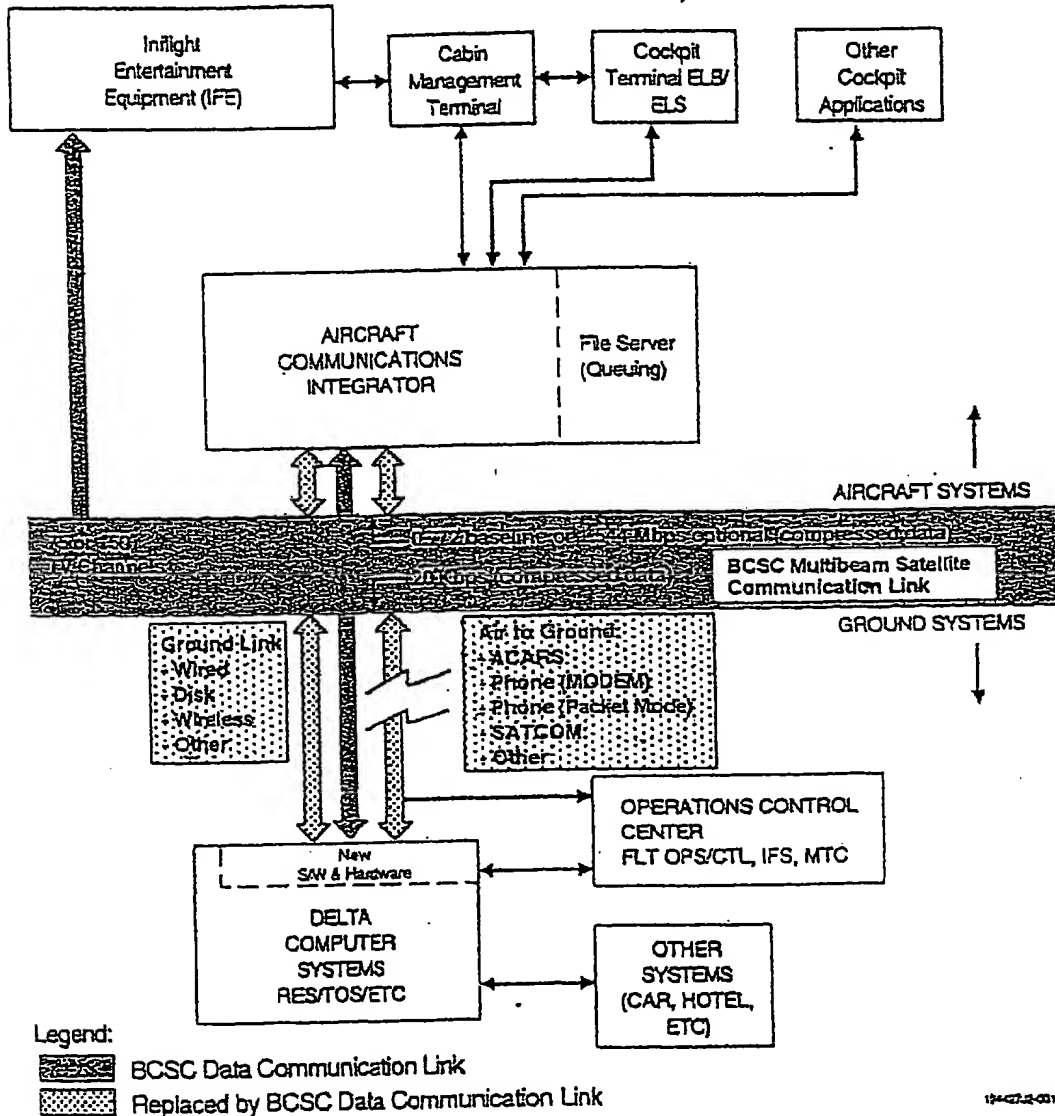
BCSC intends to support any teaming/partnership Delta selects for both aircraft systems integrator/WAC suppliers and coordination with inflight entertainment (IFE) suppliers (tender No. 14-95, section 4.0). We have already offered a ~~nonexclusive agreement~~ to Honeywell/CDI for application of the BCSC-developed satellite communication system in response to the Delta requirements. We also intend to support Delta and the selected systems integrator in the fleetwide installation and integration of the proposed aircraft-to-ground communications system.

BCSC will support a Delta prototype in-service evaluation on one aircraft (narrow or wide body) in the timeframe proposed in section 3.3 with Boeing prototype aircraft communication equipment (nonblack label). The in-service performance evaluation will be subject to a contract to be negotiated with Delta within 1 month of award.

1.1 Delta Air Lines Vision for Wireless Communications

BCSC understands that the Delta initiative for improving customer satisfaction primarily focuses on the key "touch points" between Delta personnel and the passenger from ticket reservation to airport terminal gate departure/arrivals and inflight services. Consumers today are experiencing an information explosion through such sources as the Internet, electronic mail, multimedia services, and teleconferencing, and versatile and interactive entertainment using high-quality digital audio and television. Customer expectations for improved airline entertainment and inflight services are increasing. Delta's main objective is to bring the information environment to the passenger with less workload to ground and flight service personnel, while improving data management efficiency. Other objectives are to provide more versatile and interactive cabin management and inflight entertainment service and to standardize and consolidate all airplane "nonessential" information in the wireless aircraft communication system for narrow and wide body fleets.

Achieving these objectives requires a new Delta communications system architecture, as illustrated in figure 1.1-1, which addresses two-way operational and passenger services and live video for inflight entertainment. This vision translates into the data requirements shown in figure 2.1-2.



The Communications Problem. Current communication channels serve these data requirements poorly, if at all, offering only a small fraction of the desired rate of data distribution through existing airborne unrelated systems. High-rate data can be passed through the Gate Link system, but only when the aircraft is physically connected to the gate. Because it requires transmit/receive equipment at every gate, the capital expense associated with Gate Link is formidable, if not prohibitive. Over-the-horizon wireless links, such as ACARS and UHF SATCOM (Inmarsat), offer inflight communications, but with a very limited data rate and at very high cost per bit. Terrestrial radio frequency (RF) telephone links are expensive, unreliable, and limited to the continental United States (CONUS). Satellite television is becoming a reality, but cannot be incorporated in any of the above systems, and thus requires a separate antenna installation.

The ideal solution, which BCSC is able to offer, would be an over-the-horizon wireless system with adequate band width for expandability and low cost, with the ability to accommodate two-way communications between Delta hub operations and the aircraft fleet through one data link and service provider and one antenna system per airplane. This same antenna would enable Delta to obtain inflight television from any direct broadcast provider and provide entertainment to its passengers.

1.2 The BCSC Solution

The BCSC solution to Delta's vision consists of a multibeam satellite communication link that will provide all the desired services through a combination of fixed satellite services (FSS) and broadcast satellite services (BSS) Ku-band satellites, continuously connected to every aircraft through a single low-profile phased-array antenna. Two-way operations and passenger service communication will be provided through an FSS satellite. This concept is illustrated in figures 1.1-1 and 2.1-1. The shaded area of figure 1.1-1 illustrates the BCSC air-to-ground communication link that could replace more conventional systems listed in the dotted boxes.

BCSC will provide all FSS satellite services, receiving uplink data from Delta and transmitting downlink data back to Delta via a dedicated land line, providing Delta with 24-hour "fiber-line like" services to all its domestic aircraft. Inflight television can be obtained directly from any one of a number of providers, including DirecTV, USSB, MCI, and EchoStar.

The key enabling technology is the Boeing-unique multibeam phased-array antenna, which is capable of simultaneously tracking and communicating with both FSS (for data transmission) and BSS (for live television) satellites. Unlike conventional antennas, the Boeing antenna can track multiple satellites simultaneously, without moving parts. It has a very low profile with virtually no effect on aircraft handling characteristics and fuel consumption. Because it has no moving parts, the BCSC phased-array antenna offers low maintenance and high reliability.

BCSC offers a fully compliant, expandable turnkey solution that provides low-cost communications with minimal aircraft hardware. The system is capable of delivering ALL the data specified by Delta (fig. 2.1-2) at the requested daily rates.

copy # UN

The BCSC solution has potential for global coverage and capacity expansion. Because of the high bandwidth inherent in Ku-band satellite communications, the BCSC solution has adequate capacity to handle both ground and airborne data requirements and to move data at a significantly lower cost per bit than older, narrowband approaches. The worldwide availability of Ku-band satellites offers the potential to accommodate expanded data rates and extend coverage beyond CONUS. Rather than requiring a multiplicity of antennas and boxes to interface with a number of narrowband communication links, the BCSC multibeam phased-array antenna enables several different types of communications through a single low-profile antenna. The proposed combination of technology and services offers a cost-effective solution unequaled by conventional approaches.

1.3 The BCSC Team in the WAC Program

BCSC will provide the overall ground/satellite transmission services between Delta-TransQuest ground operations and the Delta aircraft fleet and will provide the aircraft antenna system that will interface with the Delta wireless aircraft communicator onboard equipment. See attachment A for company organization and related experience.

~~BCSC will be responsible for providing:~~

- a. ~~Message delivery service, including ground station operation/maintenance and lease of satellite service interface with the WAC system integrator, and interface with Delta-TransQuest (customer ground operations at Atlanta).~~
- b. ~~Antenna system hardware/software.~~
- c. ~~Support to the WAC system integrator for aircraft installation, interface, and data for support coordination.~~
- d. ~~Support to the IFE supplier for aircraft interface of live television with the onboard entertainment system.~~

BCSC assumes that Delta and the selected systems integrator will provide fleetwide aircraft certification and live television programming.

2.0 OPERATIONAL SERVICES

Summary. Boeing has invested heavily over the past 10 years in developing low-cost, low-aerodynamic-drag, high-bandwidth, long mean time between failures (MTBF), multibeam phased-array antennas. The antennas represent critical technology for world coverage of mobile platform satellite communications applications. This antenna technology and the advances in high-power Ku satellites allow for a cost-effective high-bandwidth system that meets the requirements of the Delta WAC initiative.

The BCSC high-bandwidth satellite-based communication system described herein is designed to support the Delta vision for a WAC system that reliably and cost effectively provides continuous two-way performance throughout Delta domestic routes—in the air and on the ground. The system provides two-way data from the Delta Atlanta hub to and from each airplane 24 hours per day via a dedicated satellite infrastructure covering all of CONUS.

BCSC will support the Delta demonstration plan in the ~~area~~ of ~~the~~ using existing satellite/uplink assets available today. The applications developed for demonstration, combined with experience acquired in the demonstration, will be applied to the operational service, starting in the ~~area~~ of ~~the~~. The dual beam receive phased array allows immediate reception of selected entertainment services from the high-power BSS satellites while simultaneously receiving and transmitting high-rate data from a medium powered and lower cost FSS satellite. Some of the system features are itemized in figure 2.0-1.

- Single wireless link-one infrastructure
- Always available (24 hours per day)
- Communicate real-time and archival data
- Bi-directional
- High data rate, accommodates growth
- Expandable with airplane fleet
- Expandable beyond CONUS

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Figure 2.0-1. Features of BCSC Communicator Link System

The BCSC solution provides Delta with a cost-effective domestic route communications solution that is expandable to international routes over European and Asian landmass areas using existing Ku-band satellites and easily migrates to future ultra-high bandwidth satellite solutions.

2.1 System Architecture

The baseline Delta WAC system is illustrated in figure 2.1-1. Each Delta aircraft would be fitted with a BCSC multibeam phased-array antenna system. ~~The antenna subsystem would provide three simultaneous digitally controlled beams (two for receive and one for transmit) to (1) bring digital live BSS television to the airplane cabin; (2) receive Delta messaging; and (3) transmit Delta messaging. The message rate to each airplane in the air or on the ground is 20 Kbps simultaneous with TV reception and 1.544 Mbps without TV reception. The downlink message rate is 20 Kbps per airplane accommodated within 50 simultaneous channels (1 Mbps total). We believe this system will satisfy all Delta WAC needs—in the air and on the ground—far into the future. It provides up to 1.544 Mbps data capacity on uplink. Further, a satisfactory satellite-based solution over CONUS will facilitate a similar approach to Delta international routes, where such a system becomes the only practical alternative.~~

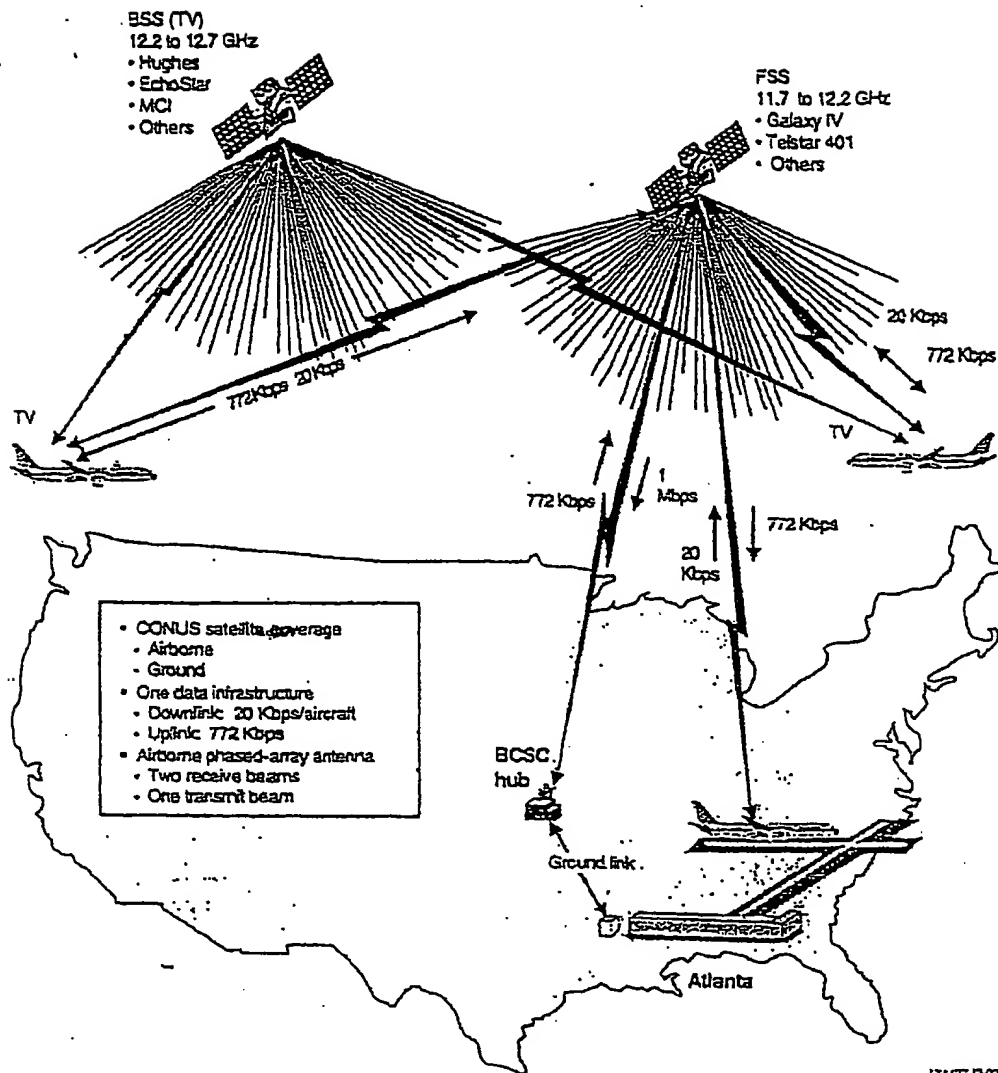


Figure 2.1-1. Proposed Wireless Aircraft Communicator (WAC)

Service Requirements. Figure 2.1-2 contains a list of Delta-specified files to be transferred to and from the aircraft along with the frequency of transmission. Most of the files are aircraft specific, one is aircraft model specific, and the rest are sent to all aircraft. The average data transmission for the fleet totals approximately 56 GB per day. By segregating the transmission into two categories, Delta suggests two message data rates for consideration: 20 Kbps at cruise conditions and 1 Mbps on the ground. The system is required to tie all of Delta's nonessential corporate airborne data communication efforts together into one central system. In addition, the WAC infrastructure will provide expandability for future applications that could be added with no hardware modifications necessary.

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BCSC Proposed Service. The BCSC system is designed to accommodate all of the Delta requirements for communications to and from each aircraft in the air as well as on the ground in one integrated system controlled by Delta in Atlanta. A specified capacity component of the system would be dedicated exclusively to Delta. It would operate continuously and would be installed, maintained, and operated by BCSC. Our multibeam antenna installed on each Delta airplane would be connected two way to the Delta hub via satellite. The communication link is completed by a ground link between the BCSC hub and the Delta hub in Atlanta.

Fixed satellite service (FSS) (Ku-band) has been selected to provide the most cost-effective solution for data communications to and from the individual Delta aircraft. Low-cost satellite capacity is available and we exercise control over all services using the transponder. FSS satellites will be used for the demonstration and production systems. ~~We have developed a plan to acquire the necessary licenses from the FCC for the code division multiple access (CDMA) transmission for both the demonstration and production services.~~

The uplink to the aircraft would be sent throughout CONUS to each aircraft in a time division multiplex (TDM) format with the aircraft address preceding each message. Each aircraft strips off only messages addressed to that particular aircraft. Common messages, such as sports scores and shopping database, would be sent in a broadcast mode using an "all aircraft" address to minimize the time allocated to such requests. The Delta tender suggests that a message rate of 20 Kbps to each aircraft is adequate. Comparatively, Boeing is proposing a much larger pipeline: ~~20 Kbps of 2:1 compressed data that is shared by all aircraft to meet the Delta requirements.~~ This is received into the cabin simultaneously with digital TV. As an option, the system could be operated at double this message rate, to 1.544 Mbps, by foregoing TV reception.

Downlink is accomplished from the aircraft to the FSS satellite for relay to the ground station and then on to Delta using a single T-1 telephone line. An instantaneous downlink data rate of 20 Kbps was selected. Analysis described above indicates that by sharing channels using TDM the number of simultaneous channels required to support 546 Delta aircraft is approximately 50 (with 2:1 data compression). The number of channels is achieved by using different frequencies and different user codes. Boeing proposes allocating 50 channels to the Delta WAC.

The BCSC solution offers near continuous communications connectivity. ~~Aircraft located within a maintenance hangar may be linked in a wireless manner by installing two small dish antennas external to the building. These two antennas would be wired to two small radiators in the ceiling of the hangar to relay received and transmitted signals. Interconnecting electronics consisting primarily of RF amplifiers would be required to implement hangar operation.~~

Our proposed system fully supports Delta's requested data flow requirements. Our analysis shows that uncompressed full data flows can be accommodated using two transponders each for uplink and downlink. We believe, however, that the best overall solution results in one transponder each for uplink and downlink and a modest data compression of 2:1. We do not believe that additional compression is desirable, as it would increase risk significantly without significantly reducing cost.

Our analysis is summarized as follows: The configuration employs one uplink transponder and one downlink transponder. The data transmission requirements reflect maximum sizes and frequencies of transmission (fig. 2.1-2). We assume that the actual traffic will have an average utilization rate of 71% (rms averaging). We also assume that the data to be transferred is not precompressed. A 2:1 compression ratio is therefore easily obtainable. The uplink is capable of transmitting 772 Kbps while the downlink has a capacity of 50 channels of 20 Kbps each. The uplink is capable of providing 772 Kbps of data throughput. Using the assumptions above, our analyses indicate 39.7% extra capacity. This extra capacity could be used to satisfy the multimedia on-demand upload that was specified TBD in the requirements.

The downlink has one dominant data traffic generating component called marketing/financial tracking data. This component is sent from each aircraft four times per day and is 10 MB. Discussions with Delta personnel have indicated that 4 MB would be a sufficient size. Again, using the assumptions above, at 4 MB we show a 6% margin.

To optimize system performance, certain efficiencies in addition to compression would be incorporated into the WAC message protocol. When data is transmitted to all aircraft, we propose to broadcast the data simultaneously to all aircraft as often as appropriate. The system would transfer large dedicated files using the following mechanisms: (1) breaking up the file and transmitting in increments (smaller pieces) throughout the day as link capacity permits, (2) scheduling transmissions of some files at night and early morning hours when the data rate could double, and (3) sending only the required information with the operating software, background, and forms resident within the aircraft.

The system is simple and powerful. Since the ground link and the airborne link is the same system, there needn't be any distinction between the two services. Files that might ordinarily be transferred only on the ground may now be transferred at any time. Additional capacity may be provided to either the uplink or the downlink as required. The airborne equipment does not change as the system is expanded.

2.2 Aircraft Element

The BCSC phased-array-based communication system provides a continuous high-speed data highway to link each Delta airplane. The aircraft element consists of a top fuselage-mounted antenna, converters to process the received and transmitted high-frequency signals, and a controller to manage the satellite selection, satellite tracking, and system operation. This configuration provides both live TV in flight, plus continuous two-way data communications to the on-airplane data management server.

As depicted in figure 2.2-1, the required interfaces to the aircraft data management server/router are the received data (up to 1.5 Mbps), the data to be transmitted at a rate of 20 Kbps, and a control/status interface for such functions as satellite selection, on/off control, and built-in test (BIT) status. Additional airplane interfaces are input power (3-phase 115V ac, 400 Hz) and input from the inertial reference system (ARINC 429) to define airplane heading and attitude.

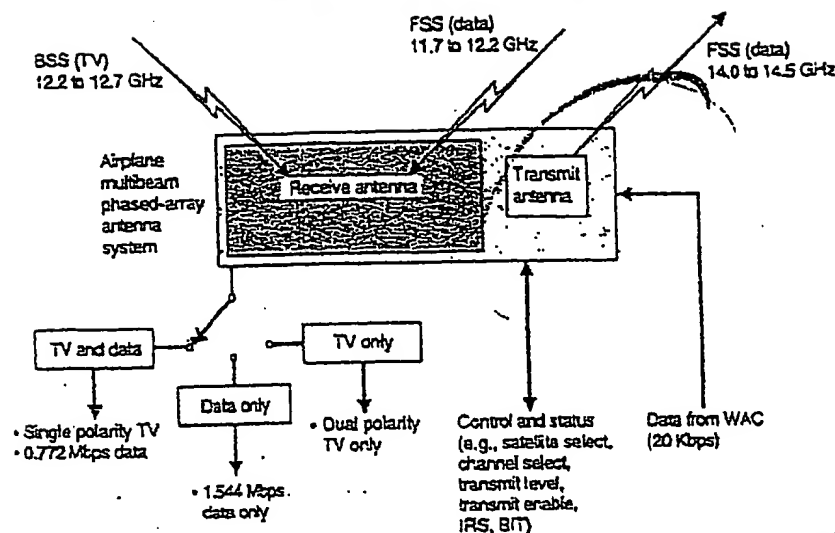


Figure 2.2-1. Aircraft Antenna Functional Diagram

The key element of the aircraft equipment is the phased-array antenna, which electronically multiplexes signals from up to 1,500 individual radiating elements to produce a coherent beam without moving parts. These individual elements are electronically "steered" (i.e., have their relative phasing adjusted) to initially select and, subsequently, track the target satellite of choice.

For the receive function (data or live TV), the antenna "points" at the appropriate satellite under command from the controller. The controller maintains the correct pointing, even while the airplane is moving by continuously scanning the area near the target and re-aiming at the "hottest" spot, the satellite source of radio-frequency power. Because of the high update rate (1kHz), the antenna remains fixed on the target even during turbulence-induced airplane motion. Output to the data management server is via a high-speed data bus. Live TV RF output is provided to BSS-compatible receivers, which is a part of the IFE system.

For the transmit function, the controller uses the receive beam to aim the transmit beam and adjusts the required element phasing to point the beam at the satellite. The data input to the transmitter is on a high-speed data bus.

The detailed elements of the aircraft communications equipment are shown in figure 2.2-2.

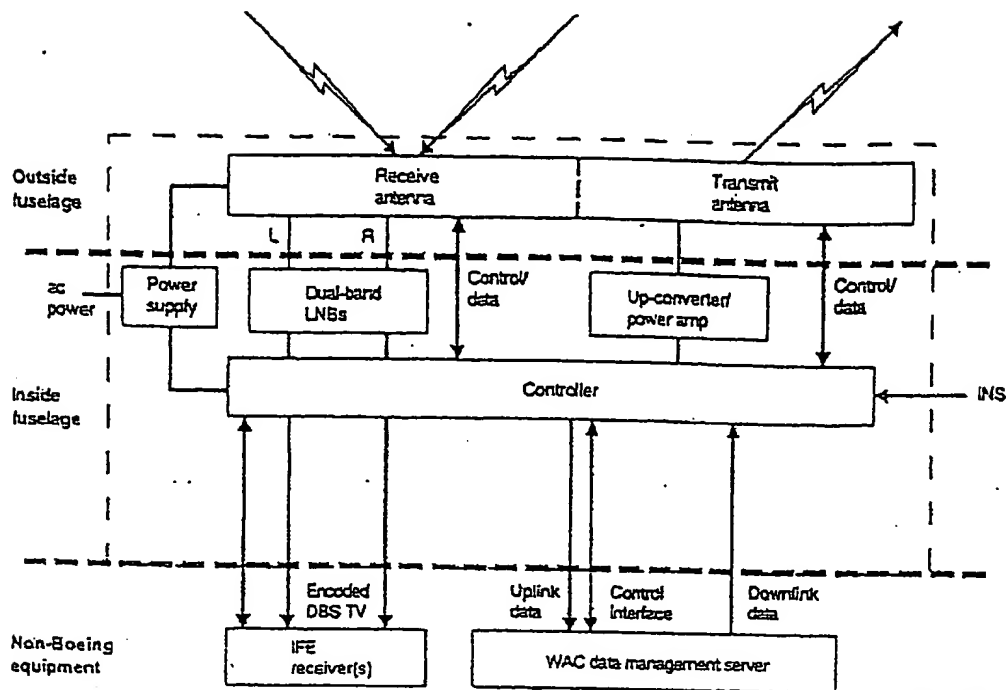


Figure 2.2-2. Aircraft Element Internal Architecture

2.3 Ground Element

BCSC will furnish and operate a dedicated ground station facility with both uplink and downlink capability for Delta. The ground station will be located conveniently to optimize the required communications links. Figure 2.3-1 illustrates the overall ground element architecture, including the land line connections to and from the Delta hub and the satellite uplink and downlink services to and from the aircraft.

Uplink Services. The communication protocols used for the uplink and downlink services are dependent on the message service architecture. The ground system architecture assumes a data packet stream in which the destination aircraft is specified in the packet header. Packets are delivered to anywhere from one to the entire fleet of Delta aircraft. The satellite-delivered uplink can communicate with aircraft in the air, at the gate, on the taxiway, or in a hangar (with dish antenna and repeater on the hangar).

Downlink Services. Downlink data channels are assigned to specific aircraft on a dynamic basis using an "order wire" channel. When message traffic is ready to be downloaded, the aircraft requests a channel on the order wire and the ground station allocates an available channel and sends a message to the aircraft specifying the channel assignment. The aircraft then "tunes" to the specified channel and begins transmitting the preformatted data. Each of the 50 20-Kbps data channels is reconstructed and multiplexed into a single 1.0-Mbps data stream and routed to the Delta hub on a dedicated T-1 land line connection.

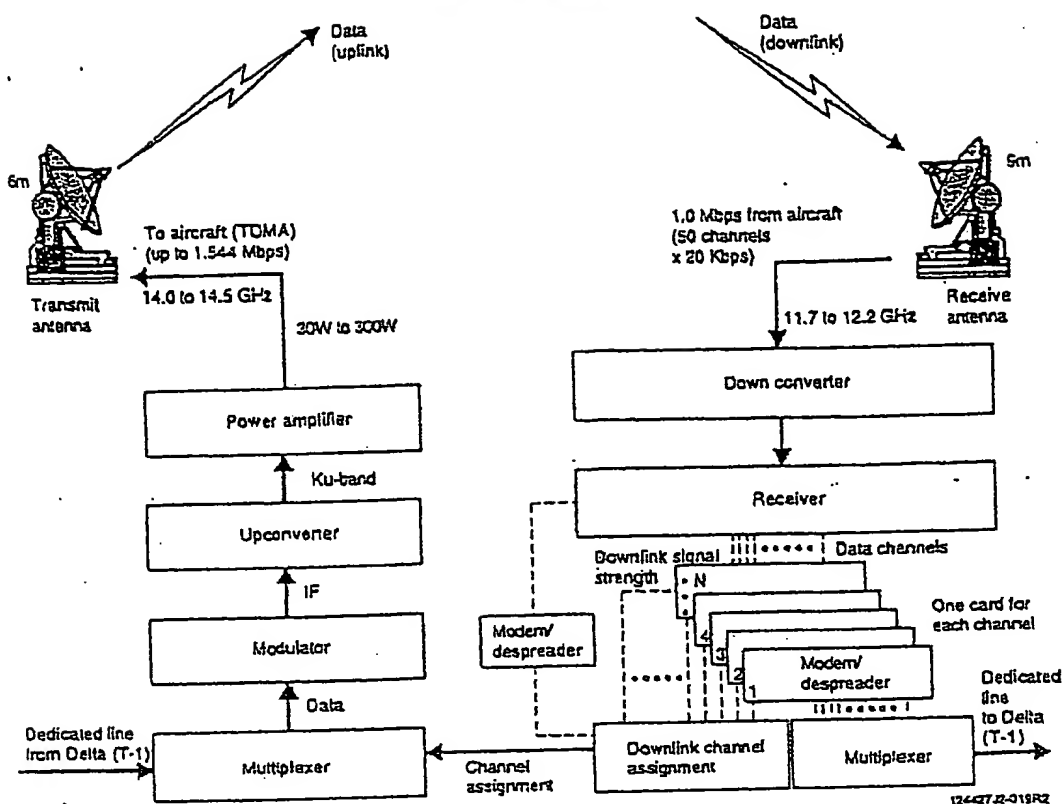


Figure 2.3-1. Ground Element Architecture

2.4 Message Service

The BCSC system solution for message service is designed to satisfy two high-level goals: (1) meet the currently identified Delta requirements at the lowest total overall cost and (2) design and construct the system in such a way that substantial future growth can be accommodated via incremental capacity increases with only a minor effect on infrastructure.

The BCSC message service assumes that the Delta data will arrive at the ground station via a T-1 data link. The ground station will receive the data, process the signal, and then automatically uplink the data to the entire fleet, both in the air and on the ground, over the Delta domestic route system. Delta-TransQuest will provide routing instructions as a message header for message delivery and then transmit. Message service routing/addressing can be (1) fleetwide, for a single message transmission, (2) selected characteristic, such as fleet type-specific (757s, MD-80s), engine type-specific (CF6-80, PW4000), or hub/destination/connection, and only those flights impact by a weather event, or (3) individually, such as by tail number or flight number.

BCSC service would operate 24 hours a day and could delay non-time-critical messages to nighttime or off-peak periods. File transmissions, especially large files, can be spread over time in order to reduce peak bandwidth requirements because of the unique seamless nature of the ground to airborne operations of the BCSC message service.

BCSC will work with Delta and TransQuest to determine an optimal solution to the data management and queuing requirements and interface with legacy computing and communications infrastructure. It is estimated that the reassembly (demultiplexing) of the downlinked data can be accomplished with networked commercial off-the-shelf (COTS) PCs. A similar system, using PCs for this function, has already been designed and implemented by BCSC.

While some software development will be required, we plan to use pieces of existing systems to assist in the implementation of this function.

BCSC has assumed that all messages to be uplinked would emanate from the Delta Atlanta operations hub and all downlinked messages would be delivered over the same T-1 link.

3.0 DEMONSTRATION PHASE

Key elements of the demonstration phase relevant to the communications link proposed by BCSC are (1) reception of the flight management system (FMS) database (1 MB), (2) transmission of the flight operations quality assurance (FOQA) data (32 MB) and flight attendant comments tracking system (FACTS) data (1 MB), and (3) reception of live TV from direct broadcast satellites (DBS).

The proposed demonstration will show the following capabilities:

- a. ~~Continuous data reception at rates of 0.77 Mbps while in flight (cruise mode) and on the ground.~~ At 0.77 Mbps, the maximum file size of 1 MB (FMS database) would require 10 seconds to transmit. The data highway may not be available during all takeoff and landing maneuvers.
- b. ~~Continuous data transmissions at 20 Kbps while in flight (cruise mode) and on the ground.~~ The maximum data file (FOQA) of 32 MB would require 3.6 hours to transmit. While the data highway may not be available during all takeoff and landing maneuvers, the availability of this link at all other times reduces the necessity of a much higher speed ground "burst" to satisfy the requirement to move 32 MB, which is consistent with the ground operations requirement to receive 2 GB in 4.5 hours at a rate of 1 Mbps.
- c. Continuous live TV reception while in flight (cruise mode), with reduced capability during takeoff and landing maneuvers or while on the ground. Continuous operations using DirecTV or USSB are expected near and on the ground in Atlanta because of the much higher satellite signal over Atlanta compared with other CONUS locations. Weather conditions will determine availability on the ground.

3.1 Demonstration Architecture

The prototype system would be functionally similar to the production system. The selection of the space element drives the selection of transmit and receive frequencies and data rates. The associated aircraft hardware element for the antenna will be as close to the production system as possible.

The Delta prototype demonstration will link the demonstration airplane to a ~~BSS~~ satellite to receive data at rates of up to 0.77 Mbps at 11.7 to 12.2 GHz, transmit data at rates of up to 20 Kbps at 14.0 to 14.5 GHz, and also receive live television from a BSS service provider (DirecTV or USSB), as shown in figures 3.1-1 and 3.1-2.

3.2 Demonstration Equipment

3.2.1 Aircraft Element

Figure 3.2-1 shows the prototype phased-array antenna for BSS TV reception. A modified version of this antenna will be ~~prepared using antenna elements capable of simultaneously receiving both data and TV reception from two different satellites.~~ Figure 3.2-2 shows how the

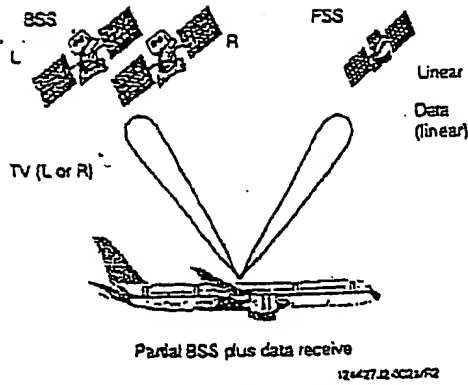


Figure 3.1-1. Receive (Data and TV)

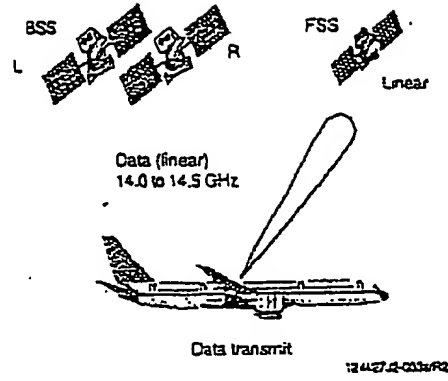


Figure 3.1-2. Data Transmit (to FSS)

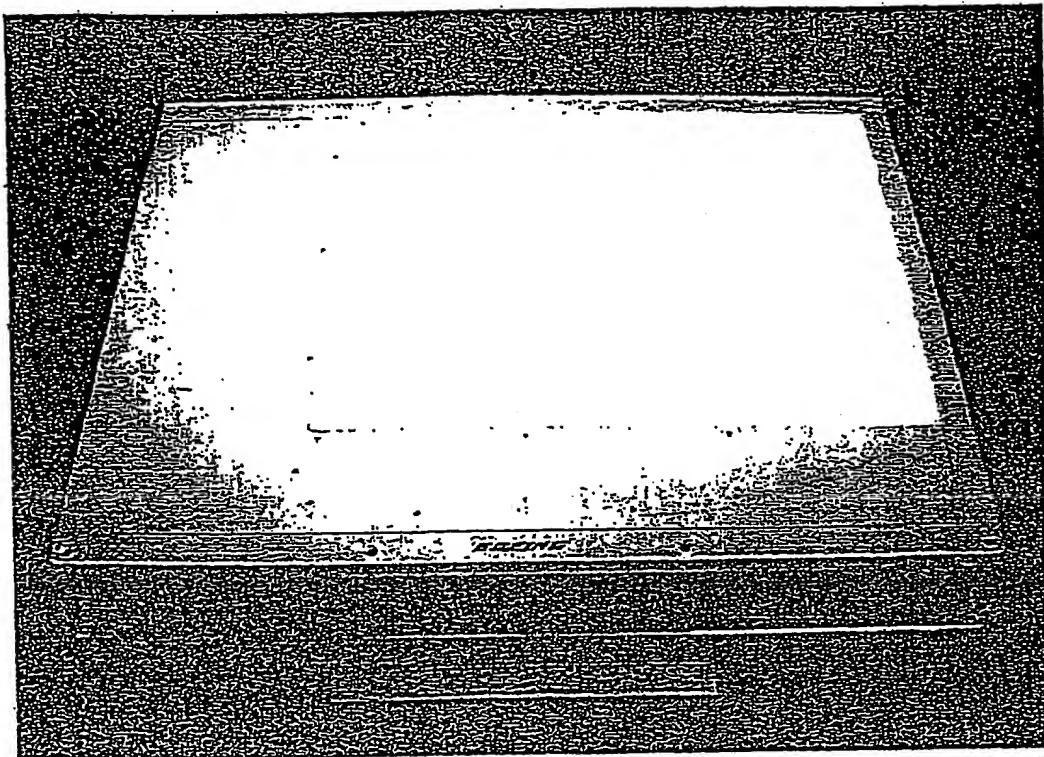


Figure 3.2-1. Direct Broadcast Ku-Band Phased-Array Antenna Prototype (24" x 34.5")

antenna is mounted on top of a narrow body airplane. Figure 3.2-3 illustrates a functional architecture for the demonstration, indicating the key antenna system functions outside and inside the fuselage, together with proposed interfaces to the WAC and IFE functions. Figure 3.2-4 illustrates an estimate of the airborne equipment weight and power requirements for a demonstrator system.

All other airborne hardware is functionally similar to the production system, using components in development at this time for the airborne BSS TV service. The TV antenna equipment is scheduled for initial flight demonstrations at Boeing [REDACTED].

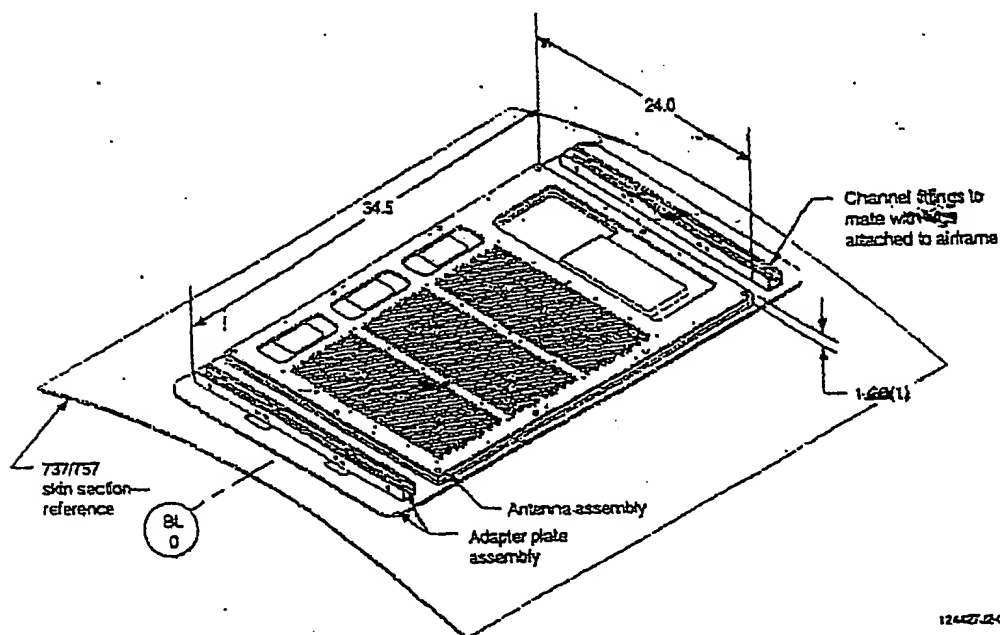


Figure 3.2-2. Installation of BCSC BSS TV Phased-Array Antenna on Aircraft

3.2.2 Ground Element

To implement the ground station function for the demonstration phase, BCSC will rent a satellite communications equipped van, which is readily available and normally used for transmitting and receiving TV news broadcasts. To simplify the demonstration, the van will be collocated with Delta facilities at Atlanta.

The Delta data submission/transmission will consist of using several content provider computers (PCs) running software that performs content submission and scheduling of the desired data, a "fire wall"/router, file servers, and transmit electronics and hardware (including modulator, transmitter, and the transmit antenna). The demonstration ground station consists of transmit and receive functions. The ground station receiver function will consist of an antenna, electronics (including a low-noise block (LNB) converter), demodulator, and PC. In actual

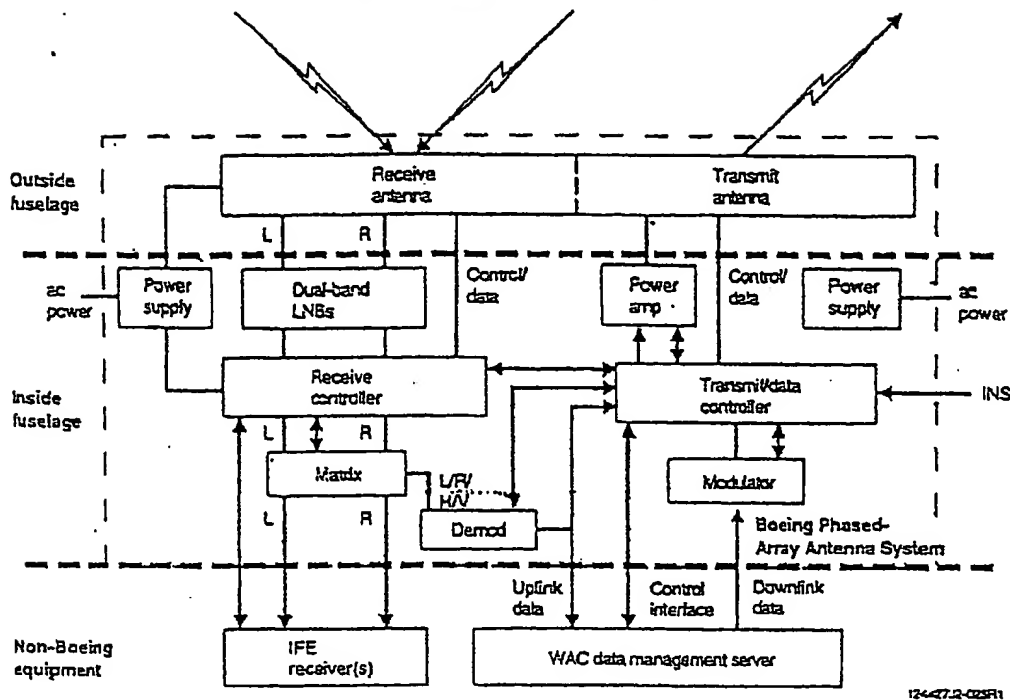


Figure 3.2-3. Aircraft Element Demonstration Functional Architecture

LRU	Weight	Net power
Receive antenna	100	330
Receive controller	8	30
Receive power supply	15	158
LNB	2.5	9
Cables	25	0
Total receive	150.5	527
Transmit antenna (est.)	30	50
Transmit controller (est.)	8	20
Transmit power supply (est.)	5	30
Power amp/Up-converter	5	33
Demodulator	30	100
Modulator	2	21
Cables	25	0
Total transmit	105	254
Total demo	255.5	781

Figure 3.2-4. Estimate of Demonstration Antenna System Weight and Power (Production Power Goal 20% Lower)

operation, the received data would be forwarded to the appropriate computer(s) on the Delta LAN.

Data communications between the ground station and other Delta locations can be implemented by the optimal use of direct network connections (e.g., Ethernet at 10 or 100 Mbps), floppy disks, magnetic tapes and CD-ROMs, and dedicated phone lines (e.g., 56 Kbps, T-1) and dial up phone lines (POTS, ISDN, Fractional T-1).

BCSC has implemented a ground station using the industry standard TCP/IP protocol (for data backhaul) using ISDN and T-1 phone lines as well as the Internet. This experience will help produce an effective solution for Delta.

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3.2.3 Message/Satellite Services

The demonstration is proposed to take place over a 30-day period. BCSC believes this period is sufficient to demonstrate large file transfers (uplink and downlink), and prioritized scheduling of high- versus low-priority data.

Specific Delta data requirements for the prototype evaluation require 10 seconds per transfer for FMS database uplink and 3.6 hours to downlink the FOQA data, plus 7 minutes to downlink the FACTS data after each flight. The available data channel can be used for additional applications and data items as Delta chooses. While extending the length of the demonstration longer than 30 days will increase the cost of the demonstration, BCSC is willing to negotiate a longer demonstration period.

3.3 Demonstration Schedules

The top-level WAC schedule is shown in figure 3.3-1. Development of the dual polarization BSS receive capability is proceeding independently of the Delta proposal.

The date for development of the antenna system and message service for the demonstration, [REDACTED] is based on a [REDACTED] program go-ahead. The production schedule is proceeding concurrently with long-lead procurement and red label design. Black label delivery to meet Delta's large-scale installation plan requires a Delta contract award by [REDACTED].

3.4 Demonstration Assumptions

Our demonstration proposal is based on the following assumptions:

- a. Up to 1 week at the beginning of the prototype 30-day evaluation period will be used for equipment installation unless the aircraft is available prior to the beginning of the evaluation period.
- b. Delta will select the aircraft model (Boeing 757 or 727) and provide definition of the aircraft mechanical and electrical interface drawings for the airplane to be used for prototype evaluation, including all applicable WAC and IFE interface data, within 1 month of the award letter to allow development of the equipment and installation design.
- c. Delta will install the BCSC equipment on its airplane. We will provide technical support on site in Atlanta during installation.
- d. Delta will provide the FOQA, FACTS, and FMS information (via electronic media) to be used for the prototype evaluation.
- e. Delta will provide definition of the ground system interface to its operations and definition of the airplane interfaces to the data management server and entertainment system within 1 month of the award letter to allow development of the communications interfaces.
- f. Delta will provide the ground system operations and the necessary technical support coincident with the prototype evaluation period.

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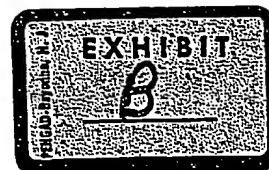
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ABSTRACT

This document defines the hardware interfaces for the Phased Array Communication Antenna System for Fairlines. Connectivity and the electrical characteristics of the interfaces between the system line replaceable units (LRUs) are documented.

KEY WORDS

Airplane
Antenna
Fairlines
Interfaces
Phased Array
Receiver
Satellite
Television



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ACRONYMS AND ABBREVIATIONS

AC	Alternating Current
ARINC	Aeronautical Radio, Inc.
AWG	American Wire Gauge
BSS	Broadcast Satellite Service
dB	Decibel
DC	Direct Current
EIA	Electronic Industries Association
GHz	Gigahertz
HP	Horizontal polarization
ICD	Interface Control Document
LHCP	Left-hand circular polarization
LNB	Low Noise Block
LP	Linear polarization
LPC	Linear Polarization Converter
LRU	Line Replaceable Unit
MHz	Megahertz
RF	Radio Frequency
RHCP	Right-hand circular polarization
RX	Receive
S	Source
TX	Transmit
VP	Vertical polarization
Ω	Ohms



1. GENERAL

This document applies to the phased array communication antenna system hardware interfaces.

1.1 Scope and Purpose

This interface control document (ICD) documents the connectivity and electrical characteristics of the interfaces between system line replaceable units (LRUs). The ICD content was developed to control the system inter-LRU electrical interfaces. The ICD information represents a design implementation that complies with the Phased Array Communication Antenna System for Fairlines Requirements Document (D909-80003-1). The system external interfaces (included for reference in section 4) and the physical/mechanical interfaces (size, weight, center of gravity, and mounting provisions) are controlled by the Phased Array Communication Antenna System for Fairlines Requirements Document.

1.2 Reference Documentation

<u>Document Number</u>	<u>Title</u>
D909-80003-1	Phased Array Communication Antenna System for Fairlines Requirements Document
S909-32005	Specification Control Drawing for Low-Noise Block/Down Converter
EIA Standard RS-232-C	Interface Between Data Terminal Equipment and Data Communication Equipment Employing Serial Binary Data Interchange
EIA Standard RS-422	Electrical Characteristics of Balanced Voltage Digital Interface Circuits
EIA Standard RS-485	Standard for Electrical Characteristics of Generators and Receivers for Use in Balanced Digital Multipoint Systems



2. SYSTEM INTERFACE INTERCONNECT DIAGRAM

An interconnect diagram is provided to show the system level connectivity for signals, power, and grounding. System LRUs are represented by solid lined boxes and external items are shown as dash lined boxes. Electrical and signal characteristics for system internal inter-LRU connections are further defined in section 3 of the ICD. System external interfaces are further defined in section 4 of the ICD.

Figure 2-1 shows the system interface connectivity including LRU and signal name identification, connector and pin definition, wire gauge (AWG), and system grounding.

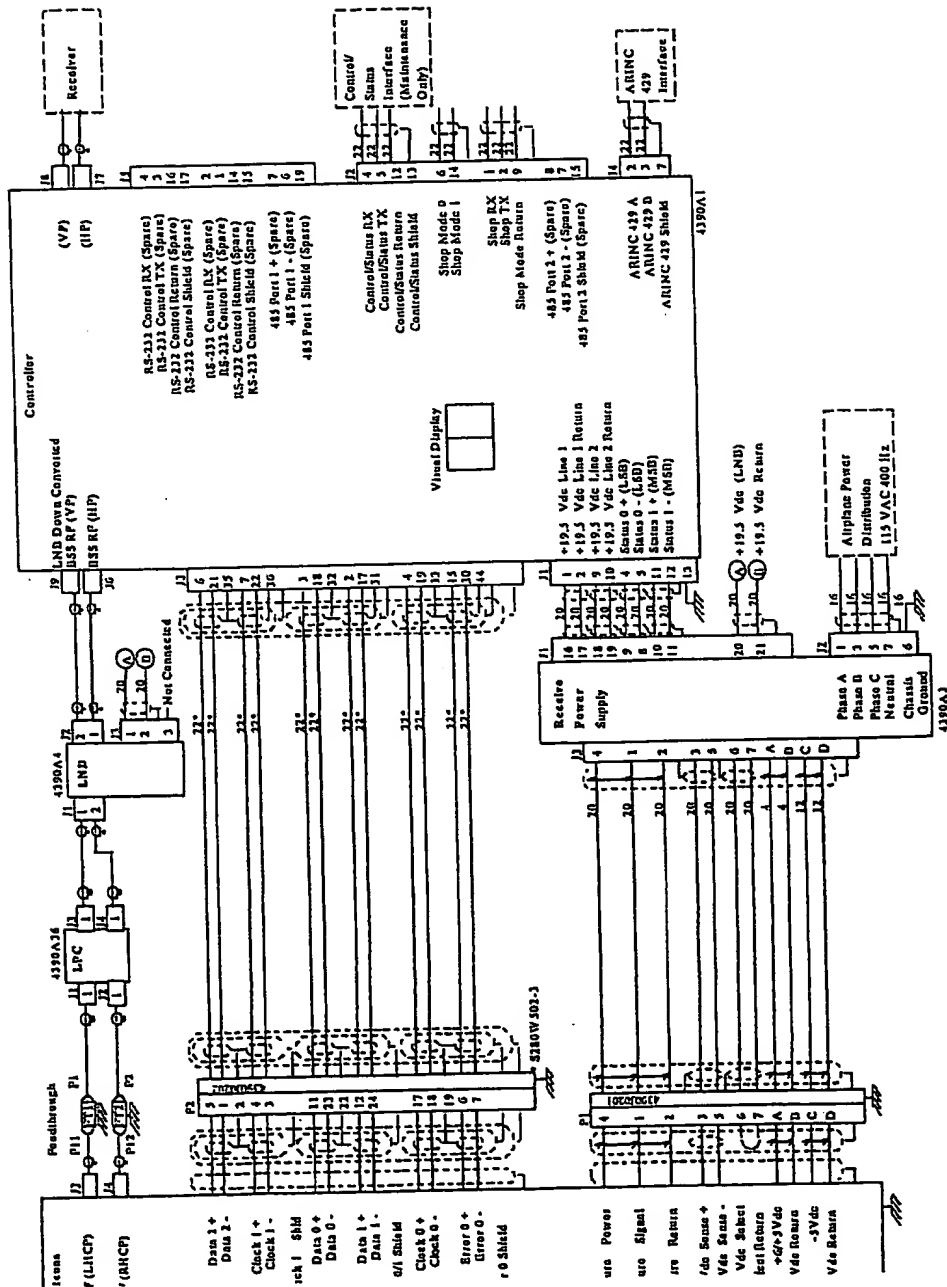


FIGURE 2-1. SYSTEM INTERFACE INTERCONNECT DIAGRAM - FAIRLINES CONFIGURATION



3. INTER-LRU CONNECTIVITY

The signal characteristics for the dual-polarization receive system inter-LRU connections are contained in the sections identified on Figure 3-1.

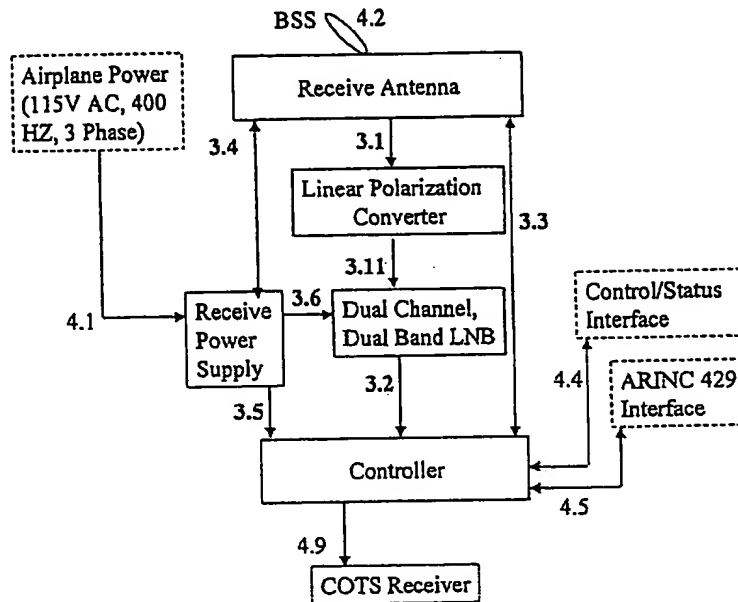


FIGURE 3-1 FAIRLINES SYSTEM INTER-LRU INTERFACE SECTIONS

Note that the "S" columns in the tables that follow stand for "Source" and a "√" means that the adjacent LRU is the signal source for the associated signal identified by the "Signal Name".



The LRU connectors are as identified in Table 3-1.

TABLE 3-1 LRU CONNECTORS

4390A1 Controller	
J1	S906-70293-291 D-Sub DA15 (Pins)
J2	S906-70293-290 D-Sub DA15 (Sockets)
J3	S906-70293-289 D-Sub DB44 (Pins)
J4	S906-70293-293 D-Sub DE9 (Sockets)
J5	S906-70293-292 D-Sub DB25 (Sockets)
J6	TNC (Jack) per MIL-STD-348 (Keyed@162°)*
J7	TNC (Jack) per MIL-STD-348 (Keyed@42°)*
J8	TNC (Jack) per MIL-STD-348 (Keyed@102°)*
J9	TNC (Jack) per MIL-STD-348 (Keyed@222°)*
*Four gang keyed TNC connectors P/N K-4985 (Kings Electronics Co.)	

4390FT1 and FT2 Feedthrough	
Kings Bulkhead Hermetic Seal 879-13-3 or equivalent	

4390A36 Linear Polarization Converter	
J1	SMA (Jack w/socket contact) per MIL-STD-348 (input LHCP)
J2	SMA (Jack w/socket contact) per MIL-STD-348 (input RHCP)
J3	SMA (Jack w/socket contact) per MIL-STD-348 (output VP)
J4	SMA (Jack w/socket contact) per MIL-STD-348 (output HP)

4390A2 Antenna	
P1	S909-13056-002 (AE3569W25-11P)
P2	BACC63BP16C24PN
J3	SMA (Jack w/socket contact) per MIL-STD-348
J4	SMA (Jack w/socket contact) per MIL-STD-348

4390A3 Power Supply	
J1	BACC63CC24-43SN
J2	BACC63CC14-7PN
J3	S909-13056-001 (AE3560W25-11S)

4390A4 Low Noise Block-Downconverter	
J1	SMA per MIL-C-39012/60
J2	TNC per MIL-C-39012/32
J3	BACC63BV8F3PN
Note: SMA and TNC connectors are configured per the LNB SCD (S909-32005).	



The system RF allocations are as identified in Figure 3-2.

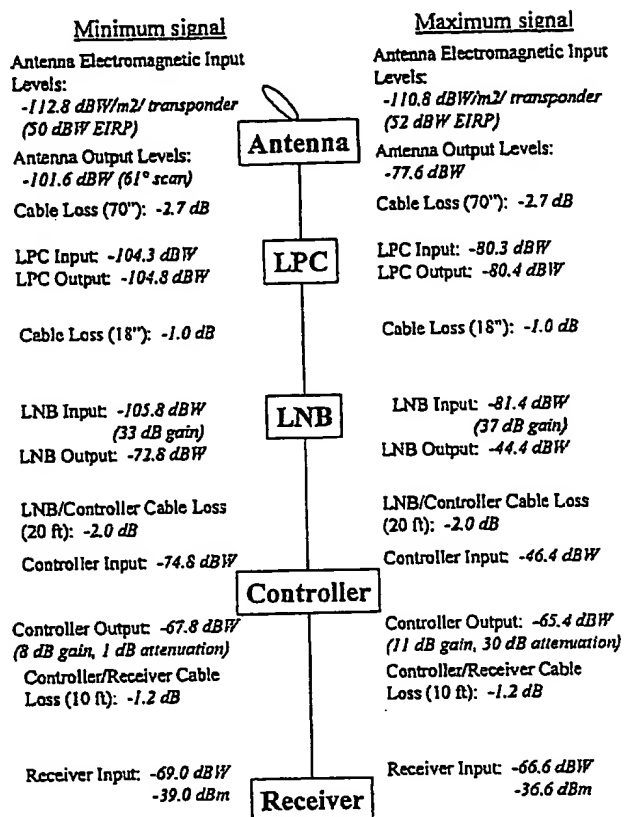


FIGURE 3-2 FAIRLINES SYSTEM RF ALLOCATIONS



3.1 Receive Antenna/LPC Interface

The receive antenna/LPC interface signal characteristics are defined in Table 3.1-1.

TABLE 3.1-1 RECEIVE ANTENNA/LNB SIGNAL CHARACTERISTICS

Receive Antenna (4390A2) Connector	S	Signal Name	Signal Characteristics	S	LPC (4390A36) Connector/ Pin Number
J3 (SMA)	√	BSS RF (LHCP)	RF Frequency Range: 11.7 to 12.7 GHz Signal Level: per figure 3-2 RF Impedance: 50 Ω		J1-1 (SMA)
J4 (SMA)	√	BSS RF (RHCP)	(Same as BSS RF (LHCP))		J2-1 (SMA)

Note that each receive antenna to LPC cable connection includes a feedthrough shown on Figure 2-1. LHCP and RHCP cables are identical length (+/- 5 millimeter). Total length from antenna to LPC is 70" ± 1".

3.2 LNB/Controller Interface

The LNB/controller interface signal characteristics are defined in Table 3.2-1.

TABLE 3.2-1 LNB/CONTROLLER SIGNAL CHARACTERISTICS

LNB (4390A4) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	Controller (4390A1) Connector
J2-2 (TNC)	√	LNB Downconverted BSS RF (VP)	RF Frequency Range: 950 to 1450 MHz Signal Level: per figure 3-2 RF Impedance: 50 Ω		J9 (TNC)
		LNB Band Select (VP)	Voltage: 10.0 to 12.0 Vdc: Convert 11.7-12.2 GHz Band 13.0 to 15.0 Vdc: Convert 12.2-12.7 GHz Band Current: ≤ 50 mA	√	
J2-1 (TNC)	√	LNB Downconverted BSS RF (HP)	(Same as LNB Downconverted BSS RF (VP))		J6 (TNC)
		LNB Band Select (HP)	(Same as LNB Band Select (VP))	√	



3.3 Receive Antenna/Controller Interface

The receive antenna/controller interface signal characteristics are defined in Table 3.3-1. The controller to antenna clock, data, and error lines are Boeing part number S280W502-3.

TABLE 3.3-1 RECEIVE ANTENNA/CONTROLLER SIGNAL CHARACTERISTICS

Receive Antenna (4390A2) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	Controller (4390A1) Connector/ Pin Number
P2-5		Data 2 +	RS-422	√	J3-6
P2-1		Data 2 -		√	J3-21
P2-2	-	Data 2 Shield	Data 2 + and Data 2 - Shield	-	J3-35
P2-4		Clock 1 +	RS-422	√	J3-7
P2-3		Clock 1 -		√	J3-22
P2-2	-	Clock 1 Shield	Clock 1 + and Clock 1 - Shield	-	J3-36
P2-11		Data 0 +	RS-422	√	J3-3
P2-23		Data 0 -		√	J3-18
P2-22	-	Data 0 Shield	Data 0 + and Data 0 - Shield	-	J3-32
P2-12		Data 1 +	RS-422	√	J3-2
P2-24		Data 1 -		√	J3-17
P2-22	-	Data 1 Shield	Data 1 + and Data 1 - Shield	-	J3-31
P2-17		Clock 0 +	RS-422	√	J3-4
P2-18		Clock 0 -		√	J3-19
P2-19	-	Clock 0 Shield	Clock 0 + and Clock 0 - Shield	-	J3-33
P2-6	√	Error 0 +	RS-422		J3-15
P2-7	√	Error 0 -			J3-30
P2-19	-	Error 0 Shield	Error 0 + and Error 0 - Shield	-	J3-44



3.4 Receive Antenna/Receive Power Supply Interface

The receive antenna/receive power supply interface signal characteristics are defined in Table 3.4-1.

TABLE 3.4-1 RECEIVE ANTENNA/RECEIVE POWER SUPPLY SIGNAL CHARACTERISTICS

Receive Antenna (4390A2) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	Receive Power Supply (4390A3) Connector/ Pin Number
P1-4		Overtemperature Power	+5±0.5 Vdc, ≤ 3 mA (SK Only) +7.5±1.0 Vdc, < 15 mA (4 mA nominal)	√	J3-4
P1-1	√	Overtemperature Signal	Overtemperature: +5±0.5 Vdc, ≥ 100KΩ Not Overtemperature: ≤ 0.1 Vdc, ≤ 150Ω		J3-1
P1-2		Overtemperature Return	Return	√	J3-2
P1-3	√	+6/+5 Vdc Sense +	Voltage*: +5 ± 0.25 Vdc or +6 ± 0.25 Vdc		J3-3
P1-5	√	+6/+5 Vdc Sense -	Current: ≤ 1 mA		J3-5
P1-6		+6/+5 Vdc Select	Short between Select and Return = +6 Vdc**		J3-6
P1-7		+6/+5 Vdc Select Return	Open between Select and Return = +5 Vdc		J3-7
P1-A		+6/+5 Vdc	Voltage*: +5 ± 0.25 Vdc or +6 ± 0.25 Vdc Current: 29 to 83 A	√	J3-A
P1-B	-	+6/+5 Vdc Return	Return	-	J3-B
P1-C		- 5 Vdc	Voltage: - 5 +5/-10% Vdc Current: 0.47 to 1.6 A	√	J3-C
P1-D	-	- 5 Vdc Return	Return	-	J3-D

*The receive power supply will provide +6 Vdc (instead of +5 Vdc) when a jumper is installed per Table 3.4-1.

**Note that the short or open of the +6 / +5 Vdc Select and Return lines is implemented in the receive antenna (anywhere between connector P1 and the antenna proper).



3.5 Receive Power Supply/Controller Interface

The receive power supply/controller interface signal characteristics are defined in Table 3.5-1.

TABLE 3.5-1 RECEIVE POWER SUPPLY/CONTROLLER SIGNAL CHARACTERISTICS

Receive Power Supply (4390A3) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	Controller (4390A2) Connector/ Pin Number
J1-16	√	+ 19.5 Vdc Line 1	Voltage: +19.5±2.0 Vdc Current: 0.53 to 0.88 A (Total for both lines)		J1-1
J1-17	—	+ 19.5 Vdc Line 1 Return	Return	—	J1-2
J1-18	√	+ 19.5 Vdc Line 2	(Same as + 19.5 Vdc Line 1)		J1-9
J1-19	—	+ 19.5 Vdc Line 2 Return	Return	—	J1-10
J1-9	√	Status 0 + (LSB)	+5V Differential, 2 Bit Code + to - : +5V = 1, -5V = 0 Status codes, as Binary-Coded Decimal (BCD) (Status 0 is Least Significant Bit (LSB), Status 1 is Most Significant Bit (MSB)): <u>Decimal</u> <u>BCD</u> <u>Status</u> 0 00 Antenna Overtemperature 1 01 Controller/LNB Power Fault 2 10 Antenna Power Fault 3 11 No Faults		J1-4
J1-8	√	Status 0 - (LSB)			J1-5
J1-10	√	Status 1 + (MSB)			J1-11
J1-11	√	Status 1 - (MSB)			J1-12
	—	Chassis Ground	Ground	—	J1-13

3.6 Receive Power Supply/LNB Interface

The receive power supply/LNB interface signal characteristics are defined in Table 3.6-1.

TABLE 3.6-1 RECEIVE POWER SUPPLY/LNB SIGNAL CHARACTERISTICS

Receive Power Supply (4390A3) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	LNB (4390A4) Connector/ Pin Number
J1-20	√	+ 19.5 Vdc (LNB)	Voltage: +19.5±2.0 Vdc Current: 0.4 to 1.250 A		J3-1
J1-21	—	+ 19.5 Vdc Return	Return	—	J3-2
	—	Chassis Ground	Ground (For LNB Test Only)	—	J3-3
J1-BS	—	+ 19.5 Vdc Shield	Shield	—	J3-BS



- 3.7 Reserved
- 3.8 Reserved
- 3.9 Reserved
- 3.10 Reserved
- 3.11 LPC/LNB Interface

The LPC/LNB interface signal characteristics are defined in Table 3.11-1.

TABLE 3.11-1 LPC/LNB SIGNAL CHARACTERISTICS

LPC (4390A36) Connector	S	Signal Name	Signal Characteristics	S	LNB (4390A4) Connector/ Pin Number
J3 (SMA)	√	BSS RF (VP)	RF Frequency Range: 11.7 to 12.7 GHz Signal Level: per figure 3-2 RF Impedance: 50 Ω		J1-1 (SMA)
J4 (SMA)	√	BSS RF (HP)	(Same as BSS RF (VP))		J1-2 (SMA)

VP and HP cables are identical length (+/- 5 millimeter). Total length is 18" ± 1".



4. EXTERNAL INTERFACES

The signal characteristics for each of the external interface connections are contained in the sections identified on Figure 4-1.

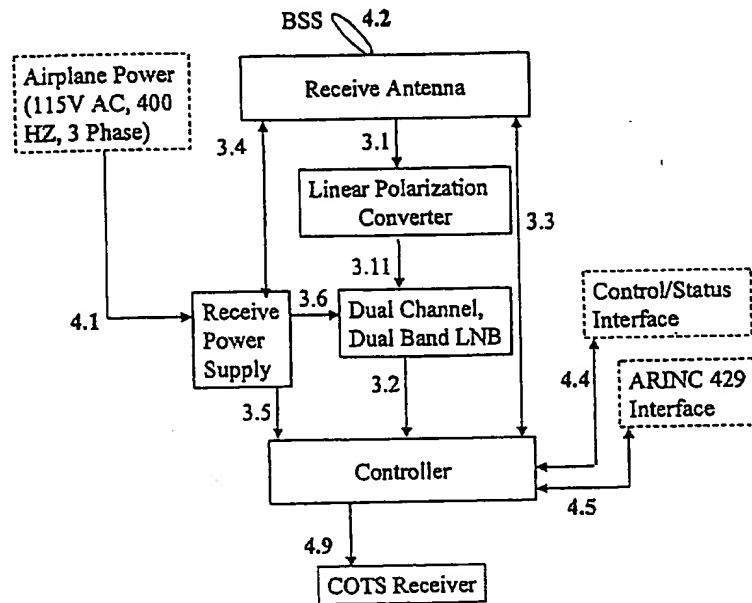


FIGURE 4-1 EXTERNAL INTERFACE SECTIONS



4.1 Airplane Power (115V AC, 400 Hz) Interface

The airplane power (115V AC, 400 Hz) interface signal characteristics are defined in Table 4.1-1.

TABLE 4.1-1 AIRPLANE POWER SIGNAL CHARACTERISTICS

Power Supply (4390A3) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	Airplane Connector/ Pin Number
J2-1		Phase A	115V AC, 400 Hz	√	P2-1
J2-3		Phase B	115V AC, 400 Hz (120 degree phase displacement from Phase A)	√	P2-3
J2-5		Phase C	115V AC, 400 Hz (240 degree phase displacement from Phase A)	√	P2-5
J2-7	—	Neutral	Return	—	P2-7
J2-6	—	Chassis Ground	Safety Ground	—	P2-6

4.2 Broadcast Satellite Services Interface

The broadcast satellite services interface signal characteristics are defined in Table 4.2-1.

TABLE 4.2-1 BROADCAST SATELLITE SERVICES SIGNAL CHARACTERISTICS

BSS Satellite	S	Signal Name	Signal Characteristics	S	Receive Antenna (4390A2)
Downlink Transmit Antenna	√	BSS Input	Electromagnetic Wave Frequency Range: 11.7 to 12.7 GHz Instantaneous Bandwidth: 500 MHz Flux: see figure 3-2[Flux(dBW/m ²) =EIRP(dBW) - 20log(Path (km)) - 71.0, where "Path" is satellite-antenna distance.] Polarization: Horizontal and Vertical		Phased Array



4.3 Reserved

4.4 Control/Status Interface

The control/status interface signal characteristics are defined in Table 4.4-1.

TABLE 4.4-1 CONTROL/STATUS INTERFACE SIGNAL CHARACTERISTICS

Controller (4390A1) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	Connector/ Pin Number
J2-4		Control/Status RX	RS-232, asynchronous 8 data bits, 1 start bit, 1 stop bit, no parity 19200 baud	√	P2-4
J2-5	√	Control/Status TX	(Same as Control/Status RX)		P2-5
J2-12	—	Control/Status Signal Return	Return	—	P2-12
J2-13	—	Control/Status Signal Shield	Shield	—	P2-13
J2-6		Shop Mode 0	TTL Levels (inputs to controller) Open = 0, Ground = 1		P2-6
J2-14		Shop Mode 1			P2-14
J2-1	√	Shop Mode RX	(Same as Control/Status RX)		P2-1
J2-2		Shop Mode TX	(Same as Control/Status RX)	√	P2-2
J2-9	—	Shop Mode Return	Return	—	P2-9
J2-8	√	485 Port 2 + (Spare)	RS-485		Not Connected
J2-7	√	485 Port 2 - (Spare)			Not Connected
J2-15	—	485 Port 2 Shield (Spare)	485 Port 2 + and 485 Port 2 - Shield	—	Not Connected

4.5 ARINC 429 Interface

The ARINC 429 interface signal characteristics are defined in Table 4.5-1.

TABLE 4.5-1 ARINC 429 SIGNAL CHARACTERISTICS

Controller (4390A1) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	Connector/ Pin Number
J4-2		ARINC 429 RX A	High = +6.5 to +13.0 VDC differential	√	P4-2
J4-3		ARINC 429 RX B	Low = -6.5 to -13.0 VDC differential Null = -2.5 to +2.5 VDC differential	√	P4-3
J4-7	—	ARINC 429 Shield	Shield	—	P4-7



- 4.6 Reserved
- 4.7 Reserved
- 4.8 Reserved
- 4.9 COTS Receiver

The Controller/COTS Receiver interface signal characteristics are defined in Table 4.8-1.

TABLE 4.8-1 CONTROLLER/COTS RECEIVER SIGNAL CHARACTERISTICS

Controller (4390A1) Connector/ Pin Number	S	Signal Name	Signal Characteristics	S	COTS Receiver Connector / Pin Number
J8 (TNC)	√	Downconverted BSS RF (VP)	Frequency Range: 950 to 1450 MHz Signal Level: per figure 3-2 $E_b/N_0 \geq 5.8$ dB Line Impedance: 50 Ω		Per Receiver
J7 (TNC)	√	Downconverted BSS RF (HP)	(Same as Downconverted BSS RF (VP))		Not connected



REVISIONS			
LTR	DESCRIPTION	DATE	APPROVAL
New	<p>ORIGINAL RELEASE</p> <p>CAS-PAS00003-01</p> <p>REASON: INCORPORATE COMMITTED CHANGE.</p> <p>This document is released in Commercial Avionics Systems EDCARS System; 7-6904 EDCARS filename D909-80006-1-00001.DOC</p>		7-7042



Revision Record

Revision Letter **A**
Change # **PRR9500**
Changes in this **Removed Boeing Limited markings from entire document. Updated Boeing Logo.**
Revision **Update controlled by info on Page 1.**
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D909-80004



ABSTRACT

This document describes the Phased Array Communication Antenna System (PACAS). PACAS receives direct broadcast satellite (DBS) television and other signals from orbiting satellites via a fuselage-mounted, electronically steered, phased-array antenna, and provides the signal to a compatible receiver. The intended use of the system is on commercial, private, or military airplanes having a video distribution and display system and/or the ability to receive and decode other high-speed data streams through the antenna system.

KEY WORDS

Airplane
Antenna
Direct-Broadcast
Phased Array
Receiver
Satellite
Television



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ACRONYMS AND ABBREVIATIONS

A	Amperes
AC	Alternating current
A/D	Analog-to-digital
ARINC	Aeronautical Radio, Incorporated
ASIC	Application-specific integrated circuit
ASU	Antenna switch unit
AWG	American Wire Gauge
BITE	Built-in-test equipment
BSS	Broadcast Satellite Service
CMOS	Complementary metal-oxide silicon
CONUS	Continental United States
COTS	Commercial-off-the-shelf
CPU	Central-processor unit
dB	Decibels
DBS	Direct broadcast satellite
DC	Direct current
DSS	Digital Satellite Service®
EBSC	External beam-steering controller
EEPROM	Electrically erasable programmable read-only memory
EPLD	Erasable programmable logic device
FCC	Federal Communications Commission
FSS	Fixed Satellite Service
GHz	Gigahertz
GND	Ground
IF	Intermediate frequency
IFE	In-flight entertainment
IR	Infrared
IRU	Inertial reference unit
LHCP	Left-hand circular polarization
LNA	Low-noise amplifier
LNB	Low-noise block, down converter
LRU	Line-replaceable unit
mA	Milliamperes
MHz	Megahertz
MMIC	Monolithic, microwave integrated circuit
NOVRAM	Non-volatile, random-access memory
OT	Overtemperature
PS	Power Supply
PACAS	Phased-Array Communication Antenna System
QUICC	Quad-integrated communications controller
PDC	Processor/data calculator card
PLD	Programmable logic device
PWB	Printed wiring board
RAM	Random-access memory
RF	Radio Frequency
RHCP	Right-hand circular polarization



RSU	Receiver switch unit
RX or RXD	Receive data
SPAC	System Phased Array Controller
SRU	Shop-replaceable unit
STARS	Satellite TV airborne receiving system
TBD	To be determined
TPWB	Teflon printed wiring board
TTD	True-time delay
TV	Television
TX or TXD	Transmit data
UHF	Ultra-high frequency
UL	Underwriters Laboratories
USSB	United States Satellite Broadcasting
V	Volts
WAIM	Wide-angle impedance matching



1. SCOPE

1.1 Identification

This document describes the phased-array communication antenna system (PACAS, formerly satellite TV airborne receiving system, or STARS).

1.2 System Overview

The purpose of the phased-array communication antenna system (PACAS) is to provide direct broadcast television and data reception capability for commercial and private planes for passenger entertainment and airline revenue.

1.3 Document Overview

This document provides a description of the operations and capabilities of the phased-array communication antenna system. Detailed system and line-replaceable unit (LRU) requirements are documented in the PACAS Requirements Document (D909-80003).

Section 3 describes the system architecture and operations. Section 4 describes the LRU designs and operations.

2. REFERENCE DOCUMENTS

The following documents are applicable to the design and operations of the phased array communication antenna system.

2.1 Government

MIL-STD-1472D Human Engineering Design Criteria for Military Systems, Equipment, and Facilities, 14 March 1989.

2.2 Industry

ARINC 429 Mark 33 Digital Information Transfer System (DITS), July 1980

ARINC 485 Cabin Management and Entertainment System, Part 1, Head End Equipment Protocol (Draft 3, dated July 21, 1997).

EIA-232 Standard Interface Between Data Terminal Equipment and Data Circuit-Terminating Equipment Employing Serial Binary Data Interchange

2.3 Boeing

D909-80003 PACAS Requirements Document

D909-80006 PACAS Hardware Interface Control Document

D909-80018 PACAS BITE Coverage Analysis



- D909-80026 PACAS Software Requirements Document
- D909-80054 Hardware/Software Interface Document
- STARS-CKTS-CONT-002 STARS Phased Array Controller Baseline, STARS Project Note,
Revision New, 10-23-95.
- STARS-SW-CONT-007 Users Guide for Special Purpose Test Software (SPTS) for the Phased
Array Systems Organization (PASO) Dual Polarity Receiver
Controller Software, STARS Project Note, Revision A, 31 July 1997.
- STARS-SY-CONT-008 STARS Tracking Algorithm Description and Analysis, STARS
Project Note, Revision A, January 15, 1996.
- STARS-SY-CONT-009 True Time Delay Algorithms and Optimization, STARS Project Note,
Revision Draft New, December 27, 1995.
- STARS-PKG-CABL-023 Drawing Tree for Phased Array Systems Interconnect Cabling,
STARS Project Note, Revision New, 7/22/97.
- STARS-SY-CONT-131 Phase Only Computations for True Time Delay Control, STARS
Project Note, Revision New, 10/16/97.

2.4 Thomson Consumer Electronics

DSS-I Integrated Receiver/Decoder Product Specification for
Wideband/Low Speed Ports, version 3.2, (draft) 19 November 1996.

2.5 EchoStar Corporation

6996 Serial Interface for Peripheral Control, Version 1.0, June 18, 1996.
Revision dated August 7, 1996.



3. SYSTEM DESCRIPTION

3.1 Definition and Configurations

The phased array communication antenna system (PACAS) provides direct broadcast television reception capability for commercial, private, and military airplanes for purposes of passenger entertainment and airline revenue. It is designed to provide this entertainment on the ground or during cruise conditions (limited roll and pitch angles) over the continental United States (CONUS), and will also provide continuous service (including landings and takeoffs) at airports serving the southern United States.

Although it may be used worldwide for the DBS band (11.7 to 12.7 GHz), the performance of the system is based on operation over CONUS. PACAS is designed to receive signals from the Hughes DBS satellites located at 101°W longitude in geosynchronous orbit (equatorial latitude), and from the DISH Network (EchoStar) satellites located at 119°W longitude. Other receivers can be substituted to obtain signals from other satellites as they become available, providing worldwide coverage.

In addition, PACAS can be configured to receive user data from fixed satellite service (FSS) satellites or equivalent in the Ku-band (11.7-12.7 GHz). System performance and data rate depend on the satellite selection, ground station, and airplane interfaces.

The PACAS receive system receives a DBS signal, converts the frequency, and outputs the RF to satellite-compatible receivers. For the wide-band (true-time delay) option, the number of television channels is limited only by the DBS signal and the receiver capability (the narrow-band (non-TTD) option has a bandwidth limit of approximately 110 MHz). PACAS provides the DBS signals to the receivers concurrently on two dedicated RF outputs, which reflect the two input polarizations from the satellites (left-hand circular polarization (LHCP) and right-hand circular polarization (RHCP)).

The PACAS data function can receive signals from satellites and convert them to serial data streams on the airplane. These can be used for such applications as video teleconferencing, transfer of data files, and real-time network access (*e.g.*, Internet). These are potential applications not yet implemented in the baseline described herein.

The PACAS context is depicted in figure 3.1-1. In addition to the DBS signal, PACAS also receives ARINC 429 position and attitude information, which speeds the acquisition of the DBS signal but is not required for operation. PACAS provides a visual indication of operational and fault status on one of its line-replaceable units (LRUs), and also makes the status available via an external status interface.

The interface to the receiver is defined to be compatible with existing home DBS receivers. Because of the proprietary nature of the encoded DBS signal, the receiver is required to provide confirmation to PACAS that it has acquired signal from the correct satellite (*i.e.*, a satellite for the correct service provider with the correct programming).

PACAS uses one 115V AC, 400 Hz, 3-phase input to provide power for the receive antenna function, and either multiple 115V AC 60 Hz or 400 Hz inputs for the COTS receivers or receiver switch units, respectively. Airplane mounting provisions are customized for a particular



airframe and may be further tailored for specific airline customers. The phased-array antenna provides a low-drag configuration, due to its low profile on the top of the fuselage. The balance of equipment is installed near the antenna location but within the fuselage. The PACAS controller can be remotely located near the external receiver, if desired.

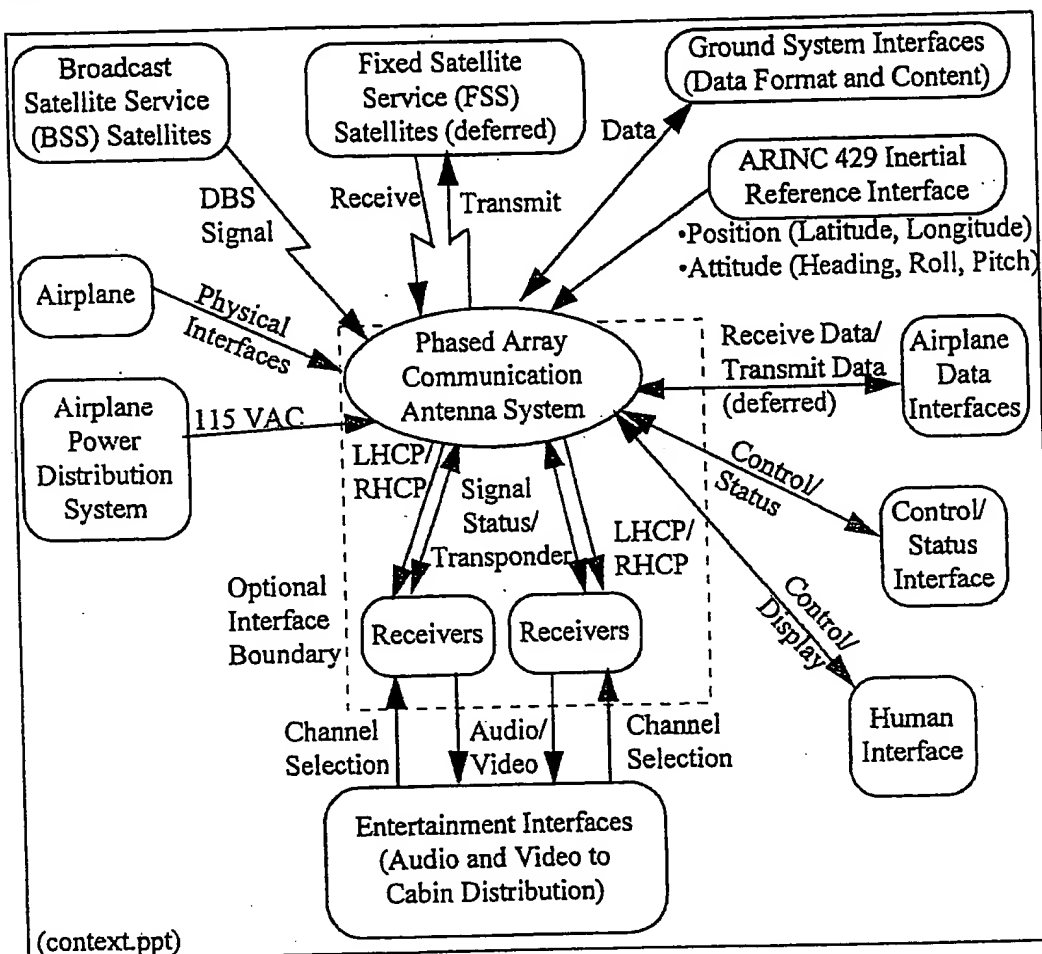


FIGURE 3.1-1. PACAS CONTEXT DIAGRAM

PACAS is designed for flexibility in the configuration of receivers/decoders while maintaining a stable "core" of four LRUs (antenna, controller, power supply, LNB) which bring the satellite signal to the receivers. The receiver configuration can be tailored from two basic options: (1) antenna switch unit (ASU) plus commercial-off-the-shelf (COTS) receivers (1 to 24, figure 3.1-2), or (2) receiver switch unit (RSU), which integrates the functions of the (ASU) and COTS receivers (figure 3.1-3).



TABLE 3-1. PACAS LRUS

LRU	Functions
Receive Antenna	Receive radiated 11.7 to 12.7 GHz DBS signal in right-hand circular and left-hand circular polarizations (concurrently), and convert to two, Ku-band conducted outputs as either 11.7-12.2 or 12.2-12.7 GHz.
LNB	Convert 500 MHz of input Ku-band, 11.7-12.2 or 12.2-12.7 GHz DBS signal into 0.95 to 1.45 GHz signal for each of two polarizations.
System Phased-Array Controller (SPAC)	Provide phasing/steering commands to antenna; control LNB band selection; receive/process/report/display system operational and fault status; interface with receivers and external interfaces for system operations.
Power Supply	Provide all system DC power. Monitor and control antenna power for over-temperature and fault conditions. Provide status to controller.
Antenna Switch Unit	Multiplex RHCP and LHCP inputs to 12 COTS receivers; provide RS-232 signal validation mapping to selected receiver. Supports up to 24 receivers (2 ASUs).
Receivers (COTS)	Decode DBS signal into audio and baseband NTSC video.
Receiver Switch Unit	Provides same functionality as and replaces [ASU + COTS Receivers]. Provides up to 24 channels audio/video (multiple units). Also provides high-speed serial data (100 Mbps).
Cables	Provide interconnections between LRUs.

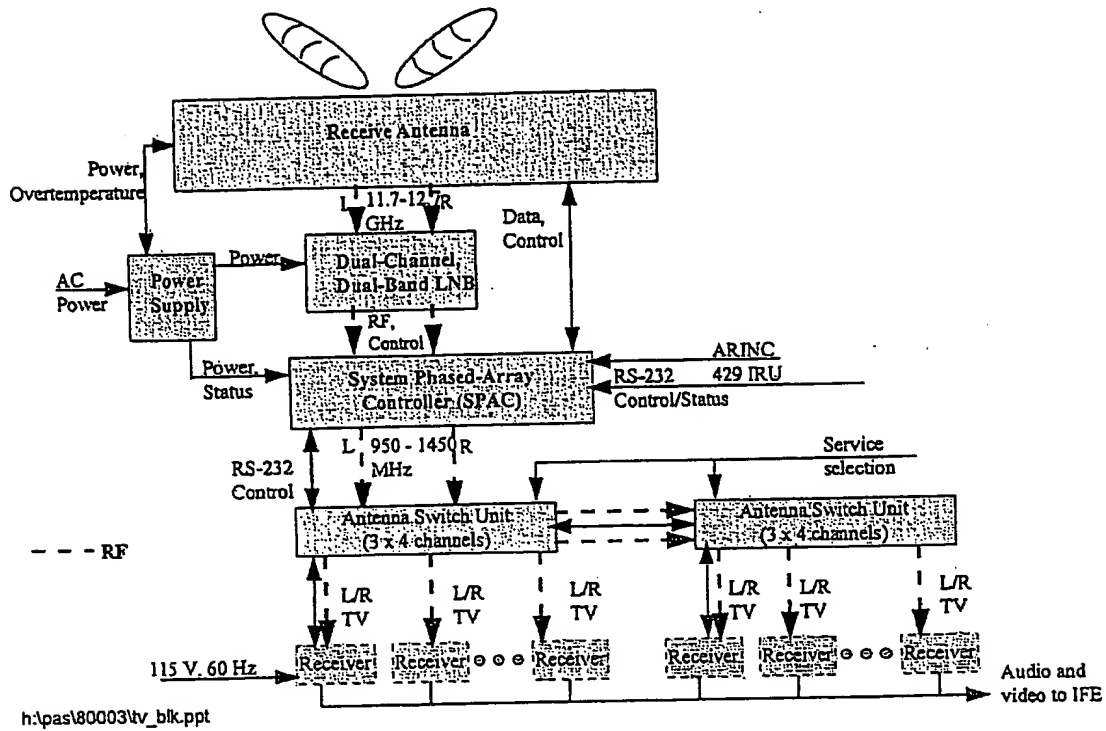


FIGURE 3.1-2. PACAS BLOCK DIAGRAM (ASU CONFIGURATION)

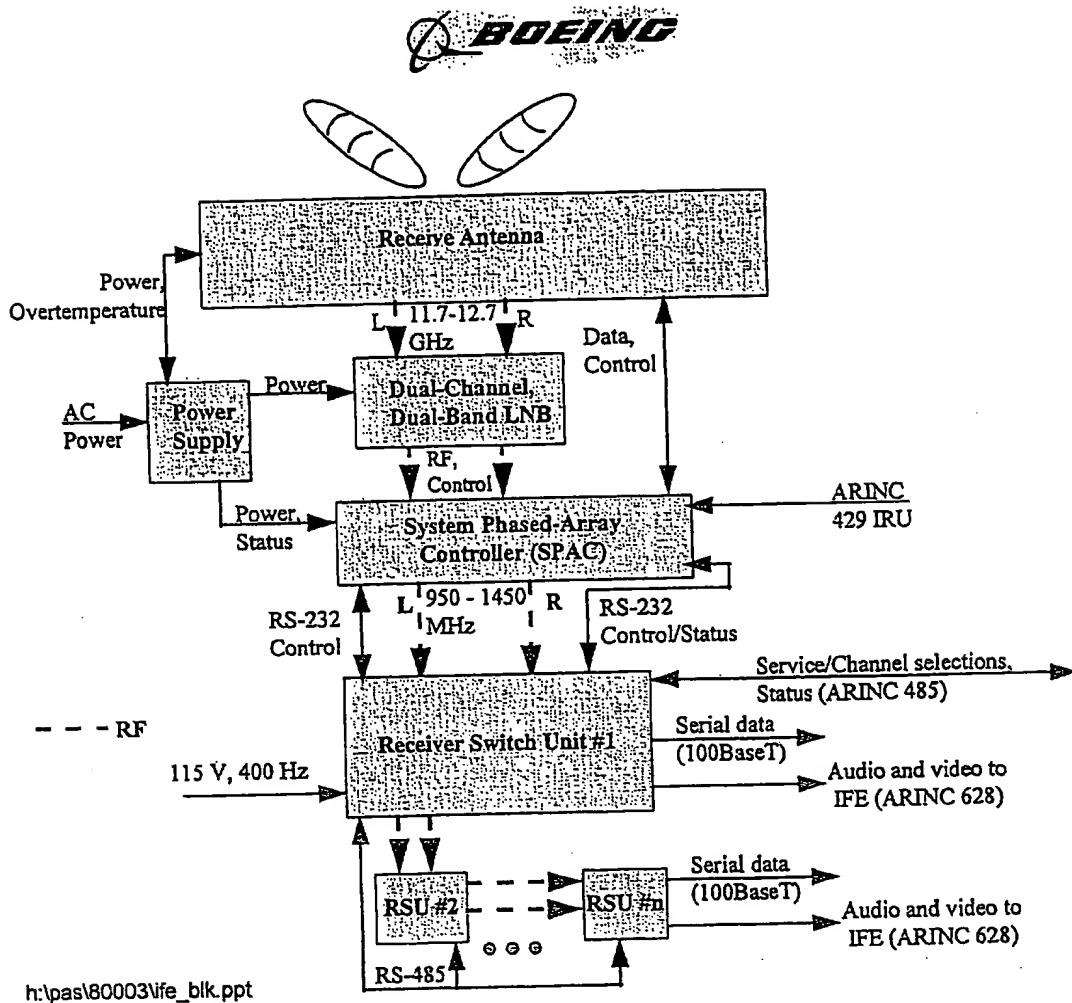


FIGURE 3.1-3. PACAS BLOCK DIAGRAM (RSU CONFIGURATION)

3.2 Core System Operations

The PACAS top-level functional flow is indicated in figure 3.2-1. PACAS is intended to operate without any operator intervention. There is, therefore, no "control panel" required for the core system.

PACAS operates in two states: "acquire" and "maintain" (or "track") satellite signal. Status reporting and power interrupt handling are background tasks independent of operational state.

Upon application of power, PACAS searches the sky for a source or RF power, beginning with the last known position stored in memory. When one is successfully acquired (the receiver indicates that it successfully decodes the signal), PACAS changes to the "track" state and follows the apparent motion of the satellite as the plane position, attitude and heading change. Status reporting includes a two-digit status code displayed on the PACAS controller (SPAC, System Phased Array Controller), and which is also transmitted on an optional external maintenance interface. The monitoring and test concept links intrusive testing to loss of function, which reduces the probability of nuisance faults (faults which are reported with no associated



loss of function). Upon loss of power, PACAS retains the last known satellite position for use in re-acquiring the DBS signal.

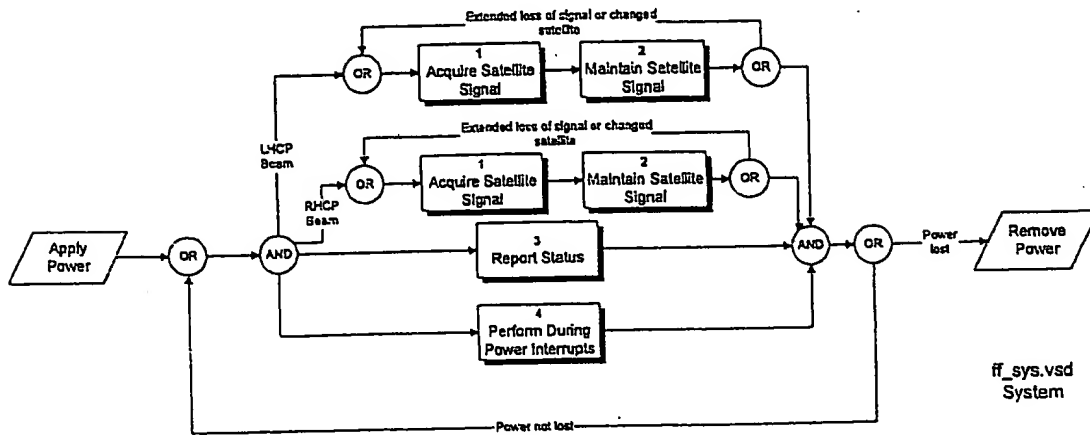


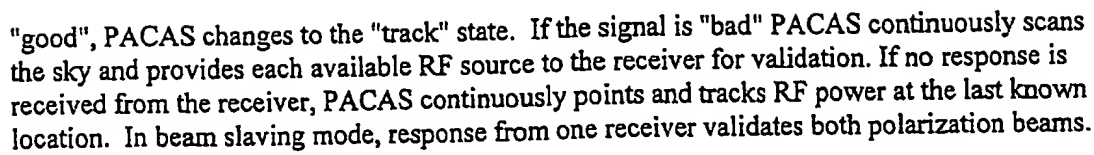
FIGURE 3.2-1. PACAS FUNCTIONAL FLOW

3.2.1 Initialization and Acquire State

Upon application of power PACAS immediately begins the process of acquiring a DBS signal for each of the two polarizations; there is no separate "initialization" state (figure 3.2-2). If available, the retained position and tuning band (frequency) are initially used (two tuning bands are available: the "North America" DBS band (12.2-12.7 GHz) for broadcast television (also called, Broadcast Satellite Services, or BSS), and the Fixed Satellite Service (FSS) band from 11.7-12.2 GHz. PACAS begins searching the sky at the last known position, or, if none is available, by going through a catalog of known satellite locations, based on the present position (determined from the ARINC 429 inertial reference unit input). These include the Hughes DBS-1, -2, and -3 satellites at 101.1° W longitude, and the EchoStar-1 and -2 satellites at 119° W longitude (additional satellites are being added on a regular basis: TEMPO2 is on-orbit at 119° W longitude (though not fully functional); EchoStar-3 is on-orbit at 61.5° W longitude and EchoStar-4 is on-orbit and moving toward its final location at 145° W longitude are also on-orbit (data as of 7/98)). If no sources are found at expected locations, PACAS begins searching the whole sky for RF sources. During this portion of the process the SPAC will display a code indicating that it has not yet detected an RF source (codes 92, 93, 94 depending on detection of RF from either or neither beam).

During this time the SPAC also attempts to establish communication with each of two receivers, one for each polarization, via the LHCP and RHCP RS-232 receiver ports. If the SPAC establishes communication with exactly one receiver (either EchoStar type or DSS type), the SPAC changes operation to a "beam slaving" mode, wherein both LHCP and RHCP beams are managed to ensure that they continually point to the same satellite constellation.

When PACAS has found a source of in-band RF energy, the signal is provided to the external receiver, and PACAS requests validation from the receiver using a Signal Status Request on the receiver databus (beginning with the Thomson communications protocol, followed by the EchoStar communications protocol if there is no response to the Thomson protocol). The receiver returns Signal Status Response as either "good signal" or "bad signal". If the signal is



After providing all possible sources in the upper tuning band (12.2-12.7 GHz) without receiving signal validation, PACAS switches the LNB to the lower band (11.7-12.2 GHz), and the process is repeated. PACAS remains in the acquire state until it receives "good signal" from the receiver.

If the system is commanded into “open-loop track” via the control/status interface, PACAS will point the applicable beam(s) to the commanded geostationary longitude, and maintain absolute pointing regardless of feedback from the receiver. This function is implemented without regard to received RF power, and may not be as accurate as closed-loop tracking to the same location. Therefore, it is recommended that it be used only when closed-loop tracking is not available (insufficient RF power or no receiver feedback available). An alternate method to track on RF power without receiver feedback is to place the system into Engineering Mode (see section 3.3.4.2) and command either or both beams to “track”.



3.2.2 Track State and Normal Operation

During the track state (the normal operational condition, figure 3.2-3) PACAS maintains the DBS signal to the receiver. The SPAC causes the antenna to continuously steer the beam at and around the known satellite location in order to follow any apparent changes in relative position.



As the beam pointing is modified, PACAS determines the RF energy at each point, and recalculates the new, most probable satellite location (see SPAC description in section 4.4).

The bandwidth of the SPAC-antenna steering and control loop allows the PACAS to maintain DBS output through airplane maneuvers up to 6°/second of roll/pitch/yaw.

If, during the track state, PACAS loses the DBS signal (RF energy drops below minimum), PACAS maintains beam pointing at the last known satellite position (through any subsequent maneuvers) for 1 minute. This feature allows PACAS to quickly recover the DBS signal after temporary loss of signal due to an obstruction or heavy clouds or precipitation.

One minute after loss of signal, or if the receiver continuously indicates a "bad signal", PACAS reinitiates the acquire state and again searches for a valid DBS signal.

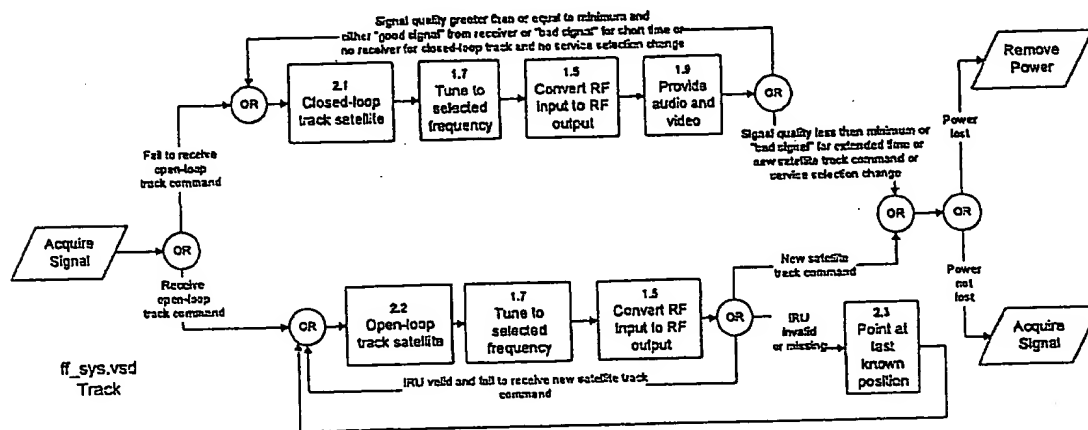


FIGURE 3.2-3. TRACK STATE FUNCTIONAL FLOW

3.2.3 Status Reporting

The functional flow for status reporting is displayed in figure 3.2-4. The monitoring system is composed of two key system-level operational monitors (RF output to the receiver and signal status from the receiver), plus additional "internal status" monitors to perform fault detection and isolation.

All failures will be "latched" (retained through power interrupts) to help resolve intermittent faults, and must therefore be "unlatchable". PACAS implements the "unlatch" function using a SPAC-based switch. Faults (including operational status) are displayed on the SPAC, and reported via the control/status interface for remote display. The control/status interface also supports fault unlatching and operational control.

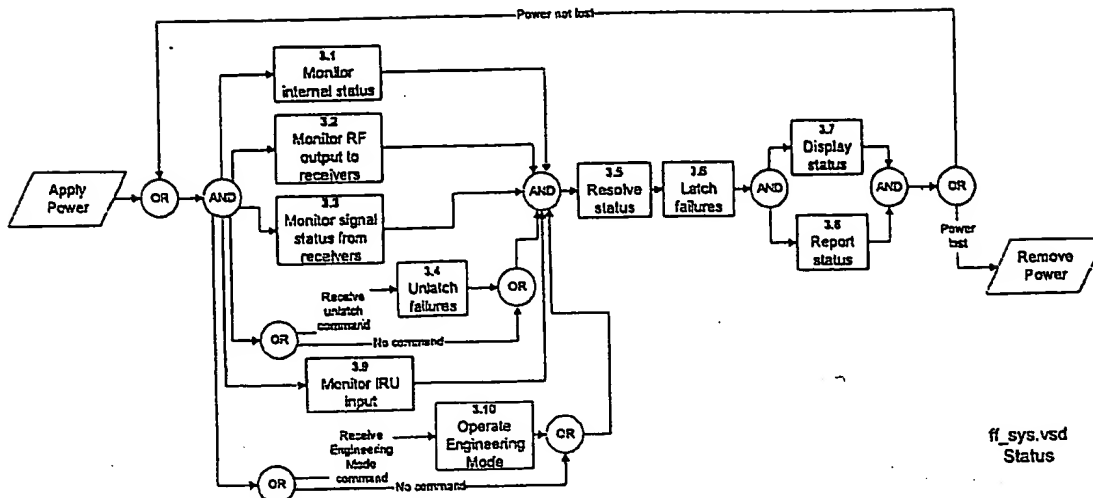


FIGURE 3.2-4. STATUS REPORTING FUNCTIONAL FLOW

The philosophy of the fault detection/isolation/reporting system is to detect faults through observables. That is, PACAS will be evaluated for maintenance only after a passenger, crew, or maintenance person determines that there is a loss of DBS function and the maintenance person wishes to isolate the fault and make repairs. The requirements for fault detection are therefore couched in terms of detecting enough faults that PACAS can isolate the faults to a single LRU, and requiring that only "functional" faults (those that cause loss of DBS output) be detected and isolated.

This approach reduces the perception of "nuisance faults" (indications of failure which cannot be related to a system loss of function), because PACAS will only monitor or test functions in the absence of DBS function. The "down-side" is that failures of the monitoring provisions themselves become "latent" faults, which may result in incorrect isolation in the presence of a subsequent loss of function.

For example, failure of a power supply status monitor to the SPAC will be ignored until there is a loss of DBS. At that time the SPAC will attempt to isolate the failure which produces the loss of DBS and will detect a "power supply" fault due to the monitor alarming, even if the loss of DBS is due to the absence of input signal.

However, this situation is unavoidable unless monitors or tests are added to verify that the monitors themselves are functioning correctly (so called, "BITEing the BITE"). The BITE Coverage Analysis (D909-80018) documents that the relative failure rates of monitors compared with the functions being monitored is less than 10% of the system failure rate, so that the occurrences of monitoring faults are relatively rare.

The absence of monitoring individual functions except in the presence of detected loss of function allows the system to eliminate a "self-test" operating mode as a high-level function, thus eliminating the need to externally control the system operational states. Without operator intervention, the SPAC will automatically initiate intrusive tests to perform fault isolation whenever there is a loss of DBS function, even while continuing to attempt to acquire a satellite signal.



3.2.4 Power Interrupt Handling

Because of the high power requirements of the antenna, any loss of input power causes the antenna to immediately lose RF output to the LNB and SPAC (the alternative is holdup capacitors in the power supply, with size dependent on the holdup time). This causes loss of DBS signal to the receiver, which results in an immediate "freeze frame" of the video picture from the receiver, followed by the receiver entering its "waiting for input" mode.

Because of this sequence and the expense of holding up power, PACAS has been designed only to retain antenna pointing information during a loss of power (any length that causes the power supply to disable its outputs, figure 3.2-5). This pointing information allows PACAS to quickly recover the satellite location and output following restoration of power.

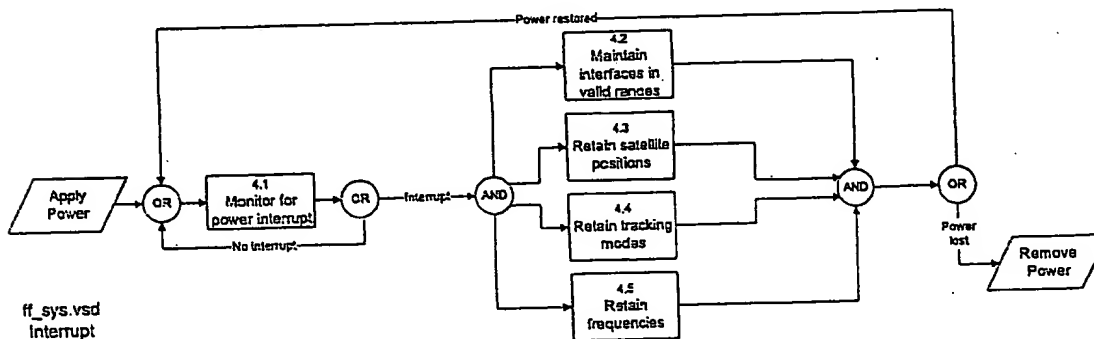


FIGURE 3.2-5. POWER INTERRUPT FUNCTIONAL FLOW

3.3 Inter-LRU Operation

PACAS inter-LRU functions are identified on the system block diagrams (figures 3.1-2 and 3.1-3) and in the list of PACAS LRUs, table 3-1.

3.3.1 System Power

The power supply provides all power from the airplane to the other three core LRUs (receivers are powered separately) (figures 3.1-2, 3.1-3). When provided with 115V AC power, the power supply automatically turns on 19.5V DC power to the SPAC and LNB. The power supply checks the antenna for an overtemperature condition, then turns on power to the antenna in the absence of an overtemperature indication. The complete functional flow for the power supply is indicated in figure 3.3-1.

While providing power, the power supply continuously monitors for input power interrupts, antenna overtemperature, and faults in its output interfaces. When a SPAC power fault is detected, all power (antenna and SPAC) is inhibited, and the fault condition is latched until input power is cycled.

When an antenna power fault is detected, -5 and +6/+5 power to the antenna is inhibited, status is provided to the SPAC, and the fault condition is latched until input power is cycled. When an antenna overtemperature condition is detected, power to the antenna is inhibited only until the overtemperature condition is removed, whereupon antenna power is resupplied automatically.



When an input power interrupt is detected, the power supply limits its outputs to not exceed the maximum allowables during shut down. When power is restored, all latched fault conditions are cleared and the power supply begins operation as above.

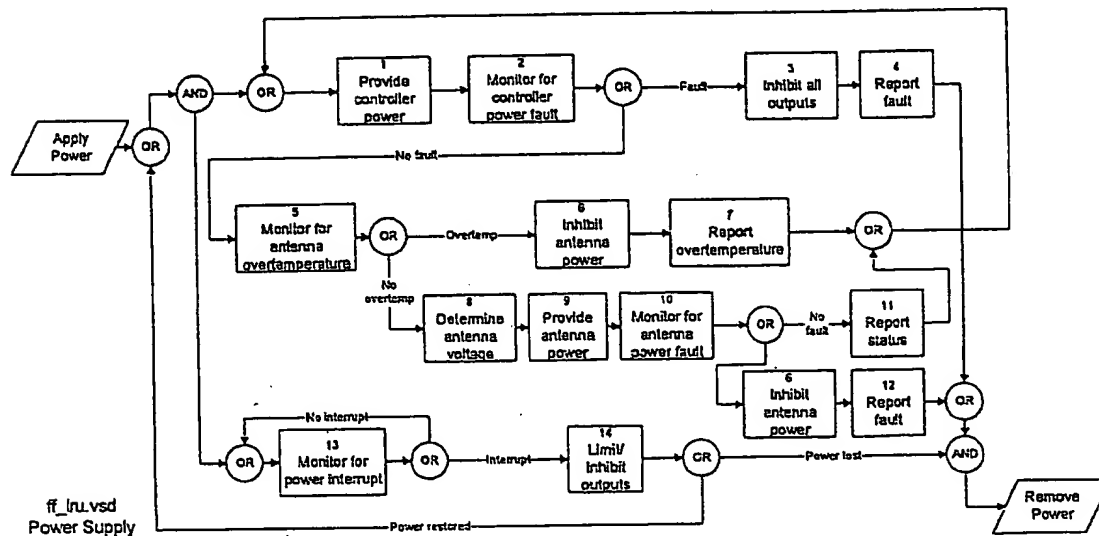


FIGURE 3.3-1. POWER SUPPLY FUNCTIONAL FLOW

3.3.2 RF Operations

As seen in figures 3.1-2 and 3.1-3, Ku-band RF illuminates the antenna, which converts it to conducted Ku-band RF under control of the SPAC (which steers the beam and selects the band and frequency of operation). Within the antenna the outputs of individual antenna elements (1515 "modules") are phased and combined into the two polarization outputs. In the wide-band option, outputs from each of the six subarrays (groups of 256 modules) are delayed in time with respect to each other (so-called, true time delay, or TTD), to ensure the same beam pointing for all frequencies within the required 500 MHz bandwidth (in the narrow-band option, the absence of the TTD limits the instantaneous bandwidth to approximately 110 MHz). The antenna functional flow is indicated in figure 3.3-2.

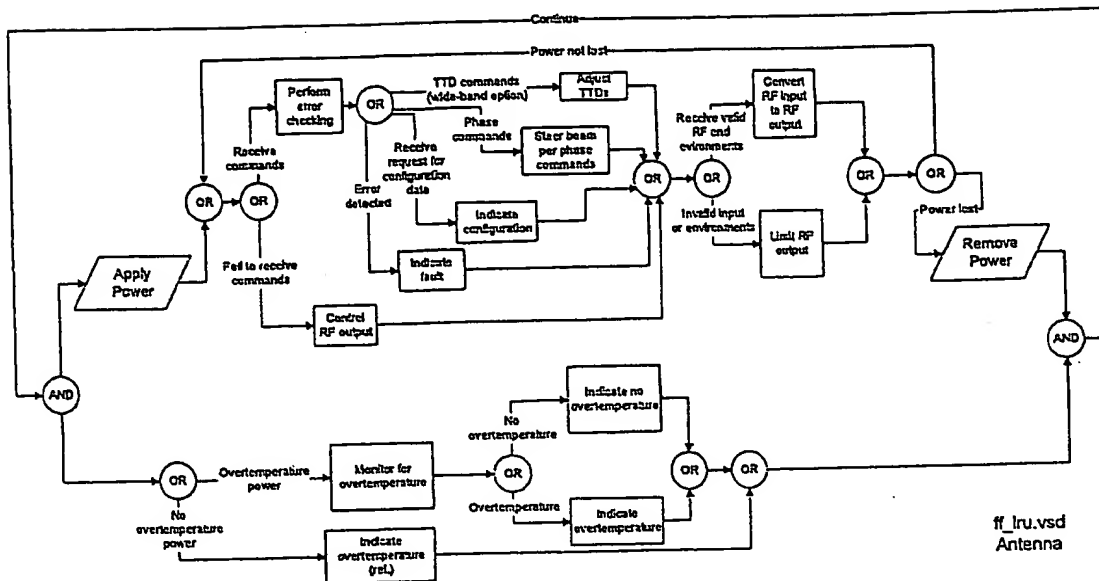


FIGURE 3.3-2. ANTENNA FUNCTIONAL FLOW

For each of the two polarizations the conducted RF is delivered on a 2-to-4-foot cable to the low noise block/down converter (LNB), where the signal is downconverted and amplified into an intermediate frequency (IF) of 950-1450 MHz. Band selection within the LNB from the antenna input is under control of the SPAC, using a DC level on the IF coaxial cable between the LNB and SPAC, independently for each of the two polarizations. The LNB functional flow is indicated in figure 3.3-3.

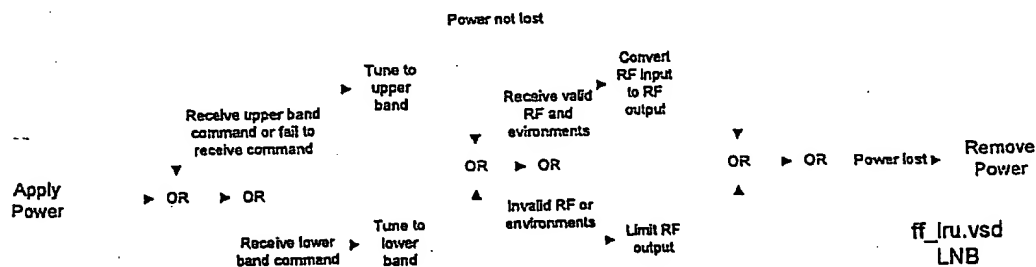


FIGURE 3.3-3. LNB FUNCTIONAL FLOW

In the SPAC, the input RF for each polarization is split, with half going out to downstream receiver(s), and half to the internal RF detector (section 4.4.3), which continuously measures the RF power, providing feedback to the SPAC processor for each position of the beam (section 3.3.3).

In open-loop tracking, SPAC simply points the selected polarization(s) to the requested location, and maintains pointing through airplane changes in attitude and position (*i.e.*, the RF power measurement may be unused). This operational mode requires the use of an inertial reference unit (IRU) to indicate to the SPAC the airplane attitude and position.



From the SPAC, the RF is delivered to one or more receivers (see receiver operations below) for conversion to audio/video or other data streams.

3.3.3 Pointing, Tracking and True Time Delay

In addition to the closed-loop tracking process (rather than only pointing in response to input from an IRU, "open-loop tracking"), one other key performance feature of PACAS is obtaining high instantaneous bandwidth (500 MHz) using a true-time delay (TTD). These two features give PACAS performance advantages in wide-band communications for mobile platforms compared with competing technologies.

3.3.3.1 Beam Pointing

The SPAC computes a 4-bit phase shifter setting for each element of the 1536 antenna elements. The antenna is divided into 512 element sections with each section sub-divided into two 256 element sub-arrays (each sub-array actually includes only 505 active elements because of the need for through-bolts and other structural considerations). The phase shifter settings are computed from the operating frequency and the pointing angles θ (scan angle) and ϕ (azimuth angle). The angles θ and ϕ are shown in figure 3.3-4, where X is the direction of forward airplane motion.

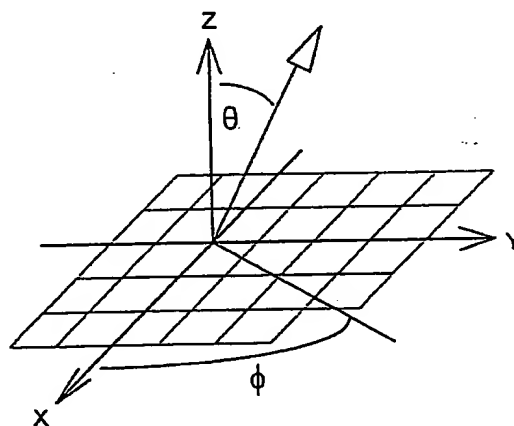


FIGURE 3.3-4. SCAN AND AZIMUTH ANGLE GEOMETRY

The angles θ and ϕ are converted to setup parameters for the data calculation hardware. The data calculator hardware (in the SPAC, section 4.4.2) then computes the phase shifter settings. The setup parameters are computed as follows:

First compute the phase differences in the x and y directions.

$$\delta_y = \frac{360 \cdot v \cdot \Delta_y}{c} \sin \theta \sin \phi \quad \delta_x = \frac{360 \cdot v \cdot \Delta_x}{c} \sin \theta \cos \phi$$

where:

- v = operating frequency (11.7 to 12.7 GHz)
- θ = beam angle from zenith (0 to 90 degrees)
- ϕ = azimuth beam angle (0 to 360 degrees)



c = speed of light

Δ_x = grid spacing in the 'x' direction

Δ_y = grid spacing in the 'y' direction

Next compute the initial, delta, and flyback phase values that will be sent to the data calculator hardware (reference figure 3.3-5).

$$\text{phaseI}_{00} = -\gamma - 22.5 \cdot \delta_x - 15.5 \cdot \delta_y$$

$$\text{phaseI}_{01} = \text{phaseI}_{00} + 16 \cdot \delta_y$$

$$\text{phaseI}_{10} = \text{phaseI}_{00} + 15 \cdot \delta_x + \gamma$$

$$\text{phaseI}_{11} = \text{phaseI}_{10} + 16 \cdot \delta_y$$

$$\text{phaseI}_{20} = \text{phaseI}_{10} + 15 \cdot \delta_x + \gamma$$

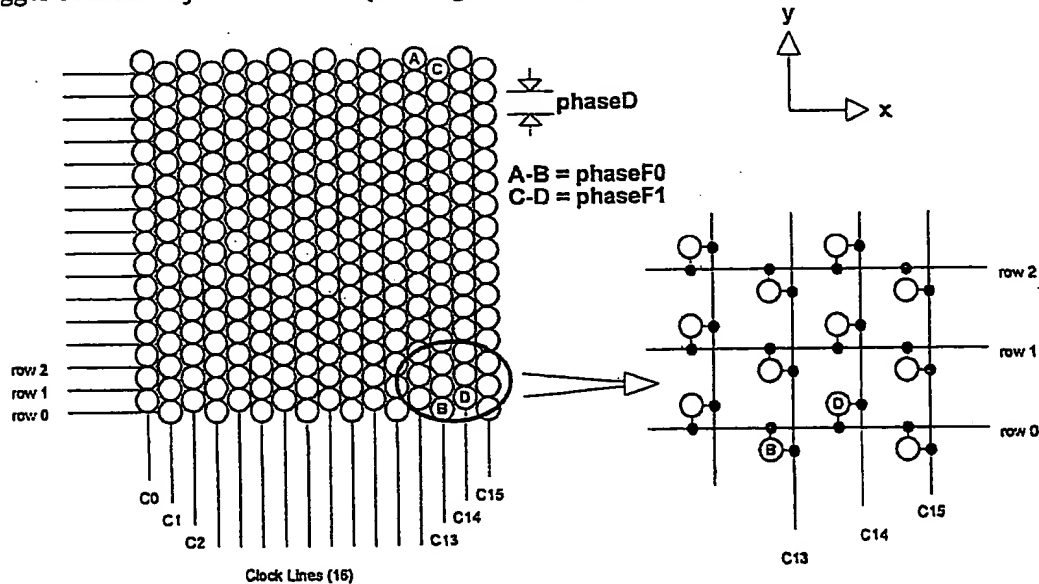
$$\text{phaseI}_{21} = \text{phaseI}_{20} + 16 \cdot \delta_y$$

$$\text{phaseD} = \delta_y$$

$$\text{phaseF}_0 = -\delta_x - 15.5 \delta_y$$

$$\text{phaseF}_1 = -\delta_x - 14.5 \delta_y$$

The initial phase values (phase I_{mn}) correspond to the lower left element of each of the six 256 element sub-arrays. The delta phase value (phase D) is the difference between two elements along a clock line. The two flyback values (phase F_n) are used to jump from the 16th data row to the 1st row of the next clock line. Two flyback values are used to account for the element stagger between adjacent columns (see diagram below).



256 Element Sub-Array

FIGURE 3.3-5. SUB-ARRAY GEOMETRY



3.3.3.2 Tracking Algorithm

To track the location of the DBS satellite with respect to the PACAS antenna a conical scan is used (reference STARS-SY-CONT-008, figure 3.3-6). In each 10-millisecond cycle, the SPAC steers the beam around the current center point, evaluating RF power at each location (a technique known as, "sequential lobing"). The SPAC then computes a new "center" position of highest power based on interpolation of the five points measured, and the cycle repeats. This process is applied independently for each beam while in closed-loop tracking mode. This mode of operation (closed-loop tracking on RF power) gives PACAS its unique capability to (1) track independently of IRU input, (2) track at very low RF power levels, and (3) track at high rates of angular change.

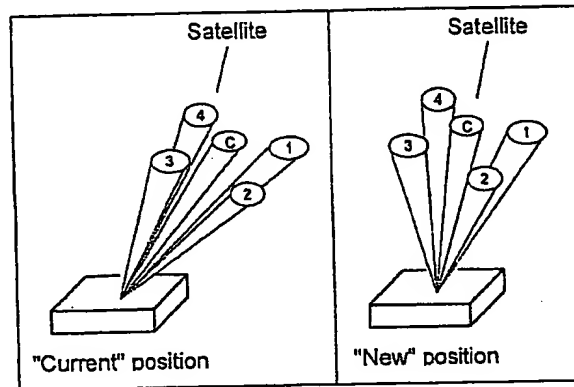


FIGURE 3.3-6. SEQUENTIAL LOBING PROCESS

The beam of the antenna is intentionally pointed away from the expected satellite location by a known amount and the signal strength is estimated. By pointing the beam at a variety of angles around the estimated satellite position (forming a cone), the estimated satellite location is updated. This is done independently for each beam in closed-loop tracking mode (even during beam-slaving operation to a single receiver, the tracking of each beam is independent of the other so long as they remain with 1° of each other).

For the operational conditions we have established (offsets of 0.3 dB, SNR of 5.0 dB, integration times of 1.25 ms), the tracking algorithm degrades the performance by less than an additional 0.04 dB (1- σ). (The analysis only treats the idealized thermal noise statistics and not other sources of received signal fluctuation.)

The antenna is assumed to consist of an approximately rectangular array of closely spaced elements, not necessarily on a rectangular grid, with axes-lengths L_x and L_y . We represent the true satellite direction vector by (u_x, u_y) , and, the estimated position by (\hat{u}_x, \hat{u}_y) . The values are the estimated projected wavenumbers of the satellite direction on the x- and y-axes. In our spherical coordinate system $(R, \hat{\theta}, \hat{\phi})$, where $\hat{\theta}$ is measured from the +z axis, and $\hat{\phi}$ is measured from the +x-axis (positive toward the y-axis) this implies

$$\hat{u}_x = 2\pi L_x \sin(\hat{\theta}) \cos(\hat{\phi}) / \lambda$$



$$\hat{u}_{ys} = 2\pi L_y \sin(\hat{\theta}_s) \sin(\hat{\phi}_s) / \lambda_s$$

For an arbitrary pointing direction, (u_x, u_y) , we can approximate the gain on the satellite by:

$$G(u_{xs} - u_x, u_{ys} - u_y) = G_0 [\sin(\delta_{ux}/2)/(\delta_{ux}/2)]^2 [\sin(\delta_{uy}/2)/(\delta_{uy}/2)]^2$$

where: $\delta_{ux} = (u_{xs} - u_x)$ and $\delta_{uy} = (u_{ys} - u_y)$. This ignores the impact of the embedded element gain, but for large arrays this is small.

For our method of sequential lobing we intentionally offset the beam in phase-space and point it at 5 positions, 4 around the periphery and one in the center. Ideally, all 4 on the periphery receive an identical power, less than the 5th position by a prescribed amount. We can determine an offset δ_u such that

$$G(\delta_u, 0) = G(0, \delta_u) = \rho G_0.$$

A very accurate approximation obtained from a Taylor expansion is:

$$\delta_u = 2\sqrt{10 - \sqrt{100 - 120 * [1 - \sqrt{\rho}]}}; \text{ for } 0.5 < \rho < 1.0.$$

Note that δ_u is independent of scan angle or axis. However, the geometric angle shift is dependent on scan angle and is larger for larger scan angles. Table 3.3-1 lists some typical values.

TABLE 3.3-1. SCAN OFFSET VS. TRACKING POWER

Power Ratio ρ (dB)	Power Ratio ρ (linear)	δ_u , radians
-0.1	0.97724	0.52505
-0.2	0.95499	0.74168
-0.3	0.93325	0.90733
-0.5	0.89125	1.16870
-1.0	0.79433	1.64353
-2.0	0.63096	2.29898
-3.0	0.50119	2.78613

The 5 beam positions and associated measured powers then become: $(\hat{u}_{xs}, \hat{u}_{ys})$

$$u_0 = (\hat{u}_{xs} - \delta_u, \hat{u}_{ys}), \hat{P}_0$$

$$u_1 = (\hat{u}_{xs} + \delta_u, \hat{u}_{ys}), \hat{P}_1$$

$$u_2 = (\hat{u}_{xs}, \hat{u}_{ys} - \delta_u), \hat{P}_2$$

$$u_3 = (\hat{u}_{xs}, \hat{u}_{ys} + \delta_u), \hat{P}_3$$

$$u_4 = (\hat{u}_{xs}, \hat{u}_{ys}), \hat{P}_4$$



Each component, u_r , must be limited to $2\pi L_r/\lambda$, or it would imply a scan angle outside of visible space. For an element at position (x_i, y_i) in the array, with $(0,0)$ being the centroid, the relative phase shift setting is given by:

$$\theta_{ps}(x_i, y_i) = x_i u_x/L_x + y_i u_y/L_y \quad (\text{in radians})$$

After 5 beam positions are computed, an update of the satellite position estimate is made by performing a quadratic fit:

$$\hat{u}'_x = \hat{u}_x + \frac{1}{2} \delta_u \frac{\hat{P}_1 - \hat{P}_0}{2\hat{P}_4 - \hat{P}_1 - \hat{P}_0}$$

$$\hat{u}'_y = \hat{u}_y + \frac{1}{2} \delta_u \frac{\hat{P}_3 - \hat{P}_2}{2\hat{P}_4 - \hat{P}_3 - \hat{P}_2}$$

Clearly, the denominator should not be 0, which would be indicative of a straight line, nor should it be negative, indicative of a concave data set. We further limit the adjustment to no more than one of the interval endpoints, *i.e.*, extrapolations are not allowed.

A timeline for the tracking algorithm is shown below. The process starts with hand-off from acquisition. The acquisition algorithm passes the angles θ and ϕ to the tracking algorithm. The tracking algorithm computes the setup parameters for the data calculator and commands it to compute phase shifter settings for the right hand beam (Cmd_1R). The data calculator loads the phase shifters while the tracking algorithm computes the setup parameters for the left hand beam. Every 675 μsec , the data calculator sends phase shift data to the antenna. Data is alternated between the right and left hand beams. At 1.35 msec intervals the phase shift data is latched into the antenna when the data calculator sends a latch command (Latch-n). This process continues with the tracking algorithm reading the RF measurements at the points shown in the timeline. Once all five readings are made, the tracking algorithm computes a new position for the satellite (thus updating the angles θ and ϕ) and starts the cycle over again. A total of 7, 1.35-millisecond states are used in the tracking algorithm. Five states are used to perform the sequential lobing while the additional states are used to update TTD settings and perform other computations. This continues until either the SPAC is commanded to stop or the algorithm loses track of the satellite, in which case the SPAC will reenter the acquisition phase. The algorithm takes 9.45 msec to update the satellite position given a nominal 1.35 msec beam pointing update period.

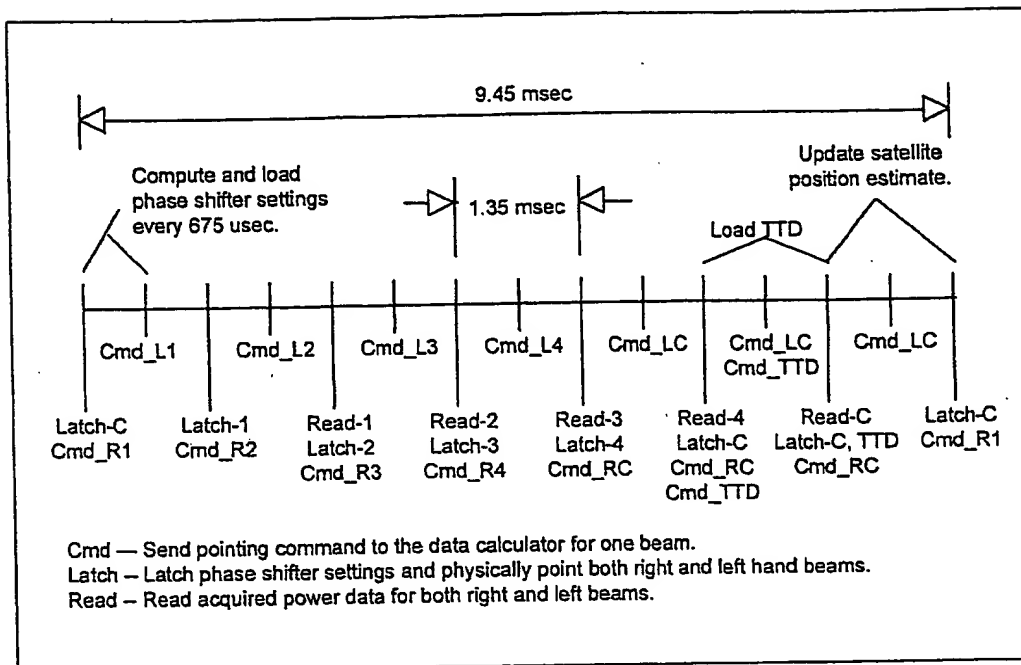


FIGURE 3.3-7. TRACKING ALGORITHM TIMELINE

3.3.3.3 True Time Delay

The true-time delay (TTD) elements of the system (SPAC, EBSC, and TTD) enable the antenna to provide an instantaneous bandwidth of about 500 MHz (compared with about 110 MHz without the TTD), by converting the effective aperture size (as regards beam squint) to that of a single sub-array of 256 elements (approximately 8" square). Invocation of the TTD causes the sub-array outputs to be combined after passing through temporal delay-lines, whose lengths are selected in the SPAC based on calculations of scan angle and azimuth. The delay lines in the antenna TTDs are switched using low-loss PIN diodes.

Insertion of a temporal delay implements a portion of the phase difference between array elements as a time delay applicable to all frequencies, rather than a phase delay which is accurate at only one frequency. The remaining phase difference between elements must still be implemented using the phase shifters in the modules. Quantization of the TTD delay lines also requires that some portion of the calculated temporal delay between adjacent subarrays be allocated (added) to the phase calculation.

3.3.3.3.1 Delay Calculation (reference STARS-SY-CONT-009)

TTD delay lines are quantized (only discrete values are available). A value of 1.9" equivalent free space delay ($\tau=161$ ps) is used as the minimum delay. Therefore, a value of 1τ is the minimum quantized delay that can be inserted between subarrays (equivalent to a scan angle $\theta=\sin^{-1}(1.9"/8")=14^\circ$). At a scan angle of 70° , a delay of 4τ ($= (8"/1.9")\sin(70^\circ)$) is required between adjacent subarrays along the satellite azimuth, or a total of 8τ between two subarrays.



Section 4.1 contains the antenna RF circuit block diagram, including the TTDs (figures 4.1-2 and 4.1-12, a total of 12 TTDs (1 per subarray per polarization)). Each subarray may be delayed by one of 9 possible time delays before being combined with other subarrays along the x-axis. The central subarrays have the highest resolution which we call the TTD least significant bit, represented by " τ ". The TTD provides delay lines of 1τ , 2τ , 3τ , and 6τ , which may be combined in two stages to produce relative delays of 0τ through 8τ , in 1τ increments. The exterior subarrays have the capacity for setting the delay in steps approximately double this resolution. There is a further capability of an additional delay between the two halves of the antenna in the y-axis of 0τ or 1τ . This implies that the 4 exterior subarrays have a resolution of approximately 2τ , while the central subarrays have a resolution of τ . Table 3.3-2 indicates the array geometry.

TABLE 3.3-2. ARRAY DIMENSIONS (REFERENCE FIGURE 3.3-5)

Between elements (Triangular grid) (inches)	Between Subarrays (inches)	Overall Array Length (inches)
$D_x = 0.454$	$S_x = 16 \cdot D_x + 0.736$ $= 8.000$	$L_x = (2 \cdot S_x + 16 \cdot D_x)$ $= 23.264$
$D_y = 0.524$	$S_y = 16 \cdot D_y$ $= 8.384$	$L_y = (2 \cdot S_y)$ $= 16.768$

The other important figure of merit is the maximum error over the bandwidth of interest due to quantization. This can be computed by: $\epsilon_{\max} = \pm 2\pi(B/2)(\tau/2)$ ($=0.126$ radians $= 7.2^\circ$) for the central subarrays and twice this for the 4 corner subarrays.

A requirement for uncertainty in phase of approximately 5° would require knowing the TTD delay to approximately 1 picosecond. This is almost impossible to design for. If the accuracy is reasonably good, say 50 picoseconds, $\tau \approx 0.161$ ns, then the error in delay can be removed at any one frequency with a phase shift compensation derived from a calibration of the combiner circuit. This is accomplished by updating the array element compensation tables.

The antenna retains the insertion phase of the TTD at the mid-band frequency for each arm at each possible setting. The SPAC then compensates for the insertion phase errors of each subarray due to the quantization at any specified scan angle at this mid-band frequency by allocating the phase difference remaining after insertion of the TTD delay to the phase shifters, assuming the mid-band frequency (11.95 GHz or 12.45 GHz). A beam skew loss comes about because of the wide bandwidth, B, of the system and the inaccuracy of the time delays due to quantization.

In each tracking period (10 ms) the SPAC calculates the new beam-pointing position, determines the TTD settings (next section), allocates "residual phase" to the phase shifters, and begins the cycle anew.

3.3.3.3.2 TTD Update Rate (reference STARS-SY-CONT-131)

The TTD settings are revised whenever a change in the propagation time between adjacent subarrays exceeds some minimum value. This "minimum value" would be the inserted time delay between adjacent subarrays that most closely represented the actual time delay, given that



the delay values are quantized. The TTD can be controlled using phase only. This is possible because the antenna is tuned exclusively to the mid-band frequency. In the BSS band this is 12.45 GHz. At that frequency the time delay can be converted to a phase shift and applied directly to the beam steering calculations.

The initial phase value for each subarray is adjusted by subtracting out the amount of phase that is being inserted by the TTD circuits. The inserted phase has two terms, the first being the design value of the TTD and the second a calibration constant that is determined in the manufacturing test process. The initial phase is computed as:

$$I_{\phi} = N_x \cdot dx + N_y \cdot dy - TTD_{\phi} + TTD_{cal}$$

where dx and dy are the inter-element phase differences in the x and y directions and N_x and N_y are the distances, in module spacing, from the center of the active antenna area to the first element of a given subarray. This calculation, less the TTD parts, is already done as part of the normal beam steering function of the controller.

$$\delta_x = \frac{360 \cdot v \cdot \Delta_x}{c} \sin \theta \cos \phi$$

$$\delta_y = \frac{360 \cdot v \cdot \Delta_y}{c} \sin \theta \sin \phi$$

The TTD phase value is computed by multiplying the desired TTD setting by ϕ_r , which is the designed phase value for a single setting.

$$TTD_{\phi} = N_r \cdot \phi_r$$

The TTD setting is computed from the phase numbers, dx and dy , and the per step TTD phase. The simplest approach is just to round off the computation and use the resulting integer N_r . Rounding in this case means the usual adding or subtracting 0.5 depending on the sign of the argument and then truncating the result.

$$N_r = \text{round} \left(\frac{N_x \cdot \delta_x + N_y \cdot \delta_y}{\phi_r} \right)$$

However, to prevent oscillating between TTD settings, hysteresis is built into the TTD control algorithm.

$$N_{th} = \text{round} \left(\frac{N_x \cdot \delta_x + N_y \cdot \delta_y}{\phi_r} - \text{hysteresis} \right)$$

$$N_d = \text{round} \left(\frac{N_x \cdot \delta_x + N_y \cdot \delta_y}{\phi_r} + \text{hysteresis} \right)$$

Given the two integers N_{th} and N_d the desired TTD setting is determined from the following pseudocode:

1. if ($N_{th} > N_d$)
2. $N_r = N_{th}$; — Above hysteresis, set higher setting
3. else if ($N_{th} = N_d$)



4. $N_r = N_d$; -- Below hysteresis, set lower setting
5. else if ($N_r = N_{th}$ OR $N_r = N_d$)
6. $N_r = N_r$; -- Current setting is valid so keep it.
7. else if ($N_d < 0$) -- Made a large jump in beam position
8. $N_r = N_d$; -- Desired setting is the low one.
9. else if ($N_d > 0$)
10. $N_r = N_{th}$; -- Desired setting is the high one.
11. else
12. $N_r = 0$; -- Desired setting is zero.
13. end

Lines 1-4 compare the high and low values. If the high value is greater then use it. If the two are equal then use the lower number. If neither case fits then we're in the hysteresis region and need to keep the current value of N_r , but we only want to keep it if it is valid. The only time it would be invalid is if we made a large change in beam position (but this can't happen because extrapolations are not allowed). Lines 7-12 select a setting based on the sign of the computed value of the lower number. This logic is performed for each subarray.

We want to change the TTD setting by the minimum of 1τ whenever such a change would improve the system performance. This is accomplished using the algorithm described above. Figure 3.3-8 shows the minimum scan angle change vs. scan angle that will cause a change in the TTD setting. At a roll/pitch/turn rate of 6 degrees/second, the maximum update rate for changes in the TTD would be once every 2 seconds. Equivalently, at constant θ a change in ϕ causes an update to the TTD setting at the same maximum rate.

The SPAC checks the TTD adjustment criterion every tracking frame (every 10 ms). The TTD is adjusted only if the adjustment criterion is satisfied. Therefore, the TTD is capable of being updated by the SPAC every 10 ms (every tracking frame), but, in practice, would not be expected to be adjusted any faster than every few seconds under the most dynamic conditions (6°/second). The adjustment criterion defined above suggests that the TTD should never need to be changed by more than 1τ at a time in any direction ($\pm 1\tau$ in -x or in -y).

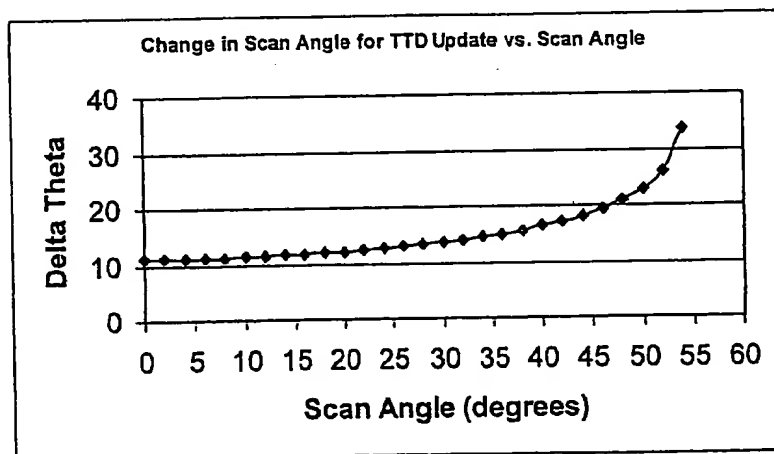


FIGURE 3.3-8. SCAN ANGLE CHANGE FOR TTD UPDATE VS. SCAN ANGLE



When a TTD delay is inserted, the delay line provides a phase delay equivalent to the inserted delay divided by the center frequency of the operating band (either 11.95 or 12.45 for lower and upper bands, respectively).

Summary. To implement TTD control, in each tracking cycle the SPAC (1) retains θ and ϕ from the last TTD adjustment, (2) compares them to θ and ϕ for the new beam center in the current tracking cycle, (3) adjusts the TTD settings if triggered by the criteria, and (4) adjusts the phase shifter values to compensate for that portion of phase difference allocated to the TTD (considering the insertion phase compensation for the current TTD setting).

3.3.4 System Control

3.3.4.1 Normal Operation

System control is distributed between the power supply and the SPAC (figure 3.3-9). Upon receiving power, the SPAC first checks for a change in the antenna configuration information, and downloads new data from the read-only memories in the antenna (from the external beam-steering controllers, EBSC) if the data has changed. The SPAC then begins commanding the antenna to point to the last known satellite position(s), based on retained data and input from the inertial reference unit. The SPAC also commands the LNB to the last known tuning band (upper, at 12.2-12.7 GHz, or lower, at 11.7-12.2 GHz).

The power supply controls power to the antenna, LNB, and SPAC, monitoring for adverse conditions, and also inhibits power to the antenna when the antenna indicates an overtemperature condition (reference figure 3.3-2). Status is continuously provided to the SPAC for processing, reporting, and display.

When the SPAC begins receiving measurable RF power from the antenna and LNB, the SPAC queries the receiver(s) for signal quality. The receivers indicate their ability to decode the signal. If the SPAC fails to receive "good signal" from the receiver, it stays in the "acquire" state and continuously searches for an RF signal which satisfies the receiver (figures 3.3-9 and 3.3-10).

When the receiver indicates "good signal" the SPAC transitions to the track state and tracks the RF power source.

The SPAC receives frequency selection from the receiver (narrow-band option only, as a result of channel selections). The RS-232 Control/Status interface to the SPAC provides mode-control (open-loop vs. closed-loop tracking, and Engineering Mode), satellite selection (initial location for closed-loop tracking), and frequency control, and reports PACAS status up to the ASU/receiver interfaces.

The ARINC 429 interface from the inertial reference unit (IRU) provides airplane attitude and position. This information is optional for closed-loop tracking, wherein it reduces initial acquisition time. It is generally unused during tracking except for total loss of signal. IRU input is required for open-loop tracking (PACAS will not perform open-loop tracking without an IRU).

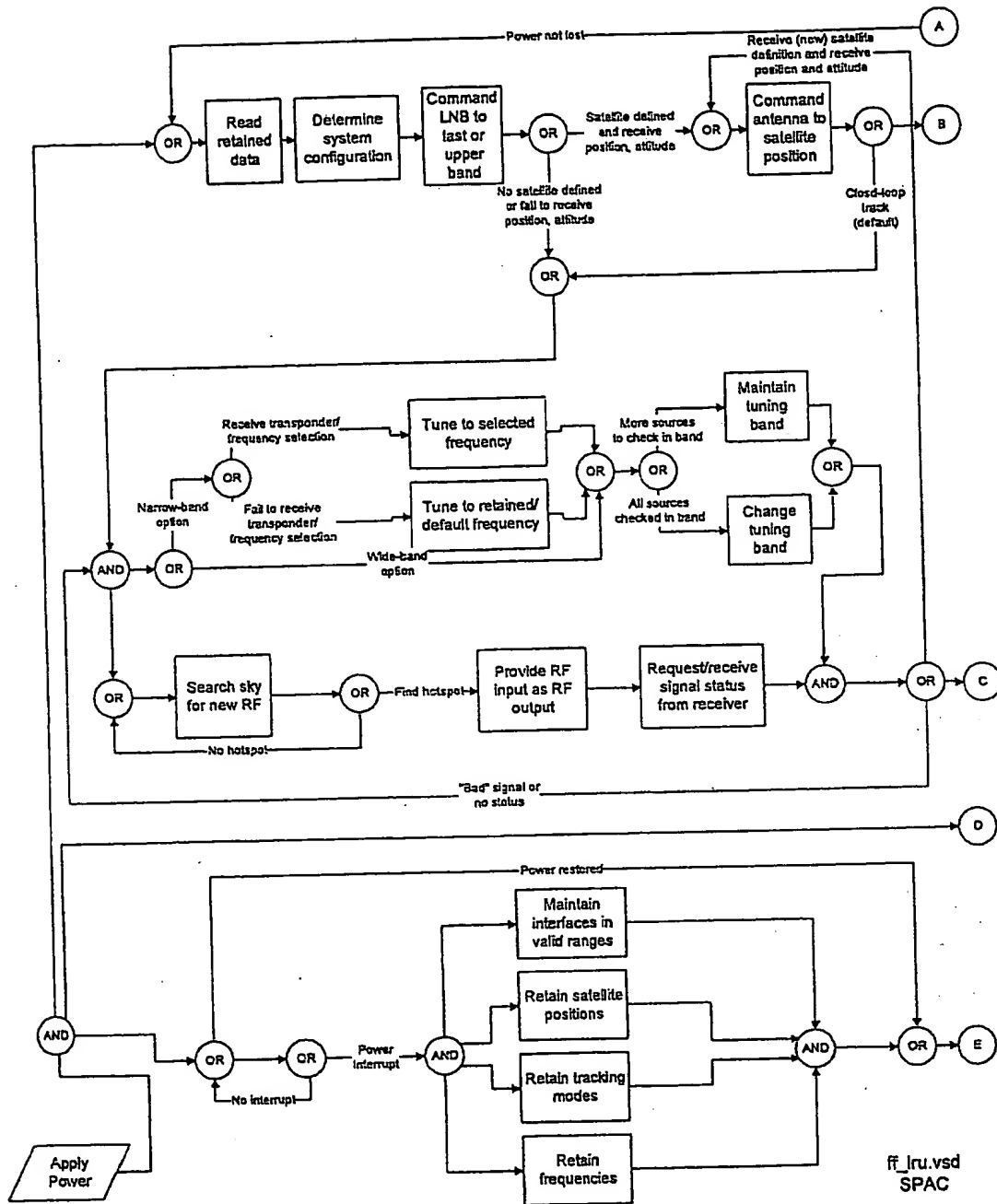


FIGURE 3.3-9. CONTROLLER FUNCTIONAL FLOW (1 OF 2)

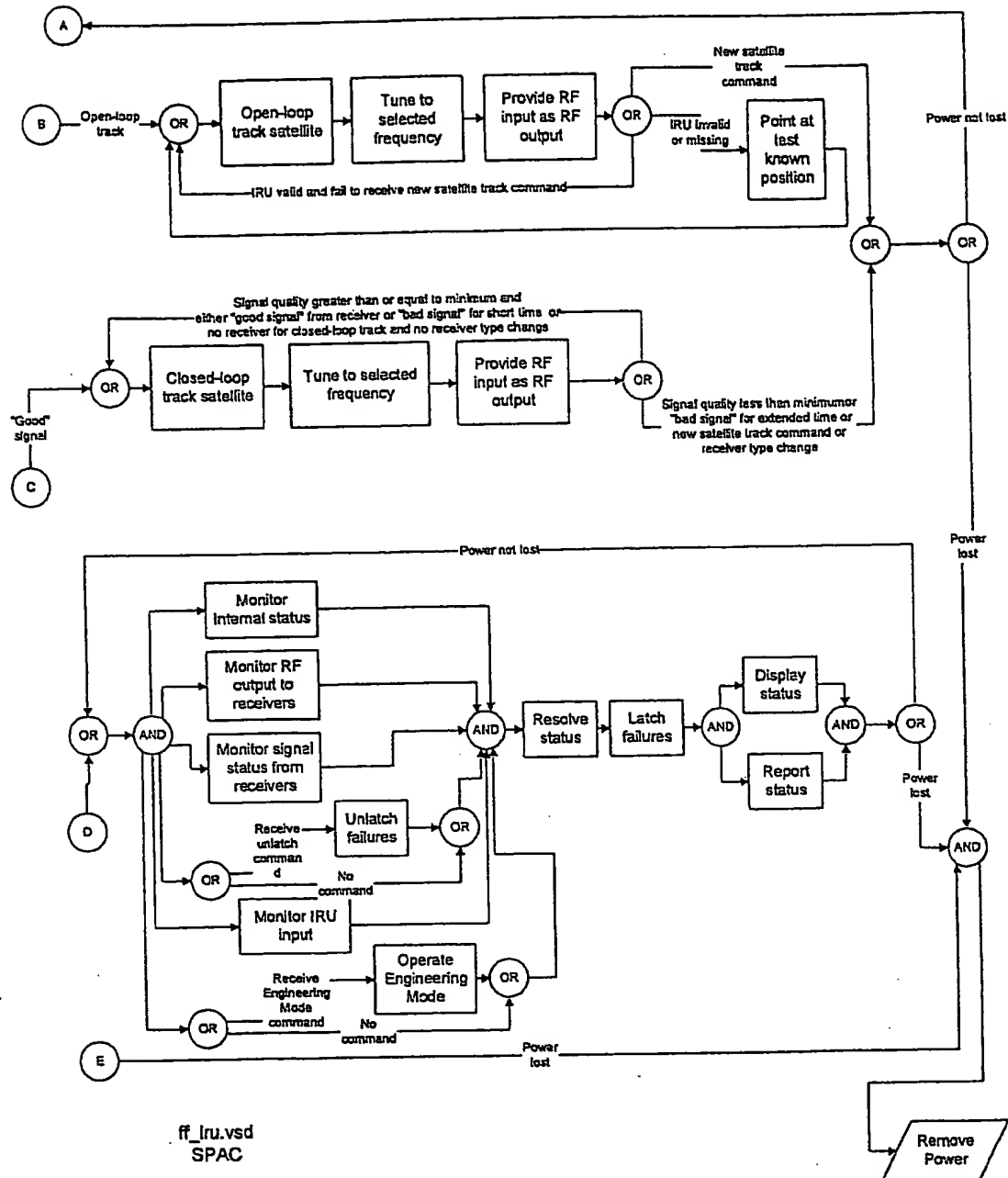


FIGURE 3.3-10. CONTROLLER FUNCTIONAL FLOW (2 OF 2)

3.3.4.2 Engineering Mode

Engineering Mode provides the capability to (a) command the system into operational and non-operational states, and (b) obtain detailed information regarding the status of the system and associated external equipment. Mode capabilities have been defined to support (a) antenna performance testing, (b) system integration, checkout, and performance verification, and (c) system performance monitoring during operations. Although designed to be executed



concurrently with other system operations, maximum tracking rates may be degraded because of the additional processor loads on the SPAC. Periodic fault status on the Control/Status interface is suspended during Engineering Mode (the data still is available on command).

The complete list of commands and functions is listed in the SRD table 3.2.3.5-2. The functions are executed via the SPAC RS-232 Control/Status interface using ASCII characters (reference STARS-SW-CONT-007). A "Windows 95" application has been prepared for executing all functionality of the Control/Status interface, including Engineering Mode.

3.3.5 Receiver Operations

As discussed in 3.2, two receiver configurations are baselined: (1) COTS receivers in conjunction with an ASU, and (2) RSUs. These configurations allow one or more passengers to select and view independent television channels. A third configuration, where one or two receivers are directly connected to the SPAC LHCP or RHCP ports (RF and RS-232 Signal Validation), are considered to be a singular case of the ASU configuration (without the ASU and polarization selection functions). The receiver then talks directly to the SPAC; a channel change to the unsupported polarization causes loss of output.

All receivers must be "authorized" by the service provider (e.g., EchoStar or DirecTV) to decode and output selected programs. The industry approach requires that every receiver contain a separate "access card" which contains a decoder "key". When a program (e.g., Cable News Network) becomes authorized for a receiver, the service provider transmits an authorization which is received by the antenna and receiver as part of the incoming data from the satellite. The receiver decodes the data, compares the authorization content for its own serial number and the serial number of its access card, and then retains the authorization which enables the receiver to decode the applicable program. Such authorizations have a limited lifetime (of order 1-2 months), and are updated regularly and automatically by the service provider.

3.3.5.1 ASU/COTS Receiver Operations

The use of COTS receivers brings the home environment to the mobile platform. Channel selection is made in the receiver using on-screen selections controlled by the user via an ultra-high-frequency (UHF) or infrared (IR) remote, or using the receiver front panel (figure 3.3-11).

When a channel is selected, the receiver outputs a DC level to the ASU via the RF input cable to select the polarization applicable to the selected channel. At the same time, the receiver tunes to the satellite transponder which contains the requested channel, and decodes and outputs the selected program (video and audio outputs to television).

For the receivers which are on ASU ports 1, 5, or 9, exactly one is selectable at any time (via an external ground discrete into the ASU) for communication with the SPAC. This selected receiver validates the RF signal as discussed above, selecting the satellite location which is consistent with its decoding type (DSS or digital video broadcast (DVB)). For narrow-band antennas, the receiver also indicates the selected transponder frequency to the SPAC in conjunction with its channel selection.

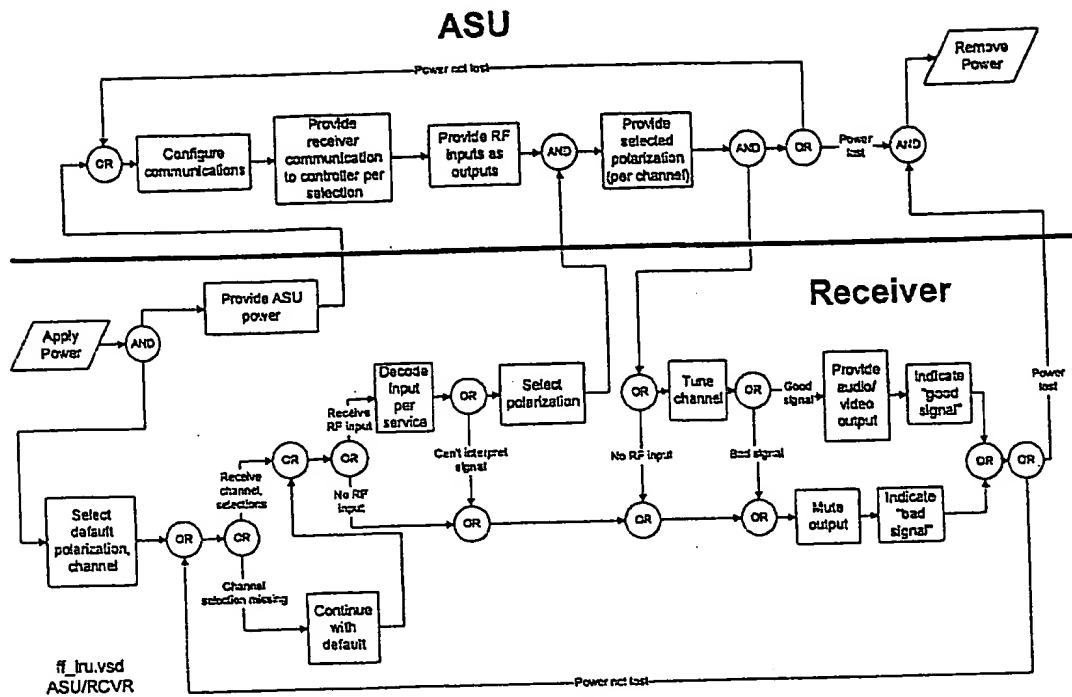


FIGURE 3.3-11. RECEIVER FUNCTIONAL FLOW (ASU CONFIGURATION)

3.3.5.2 RSU Operation

[The RSU baseline configuration is controlled by Aviation Information Services rather than Phased Array Systems. The following brief description is included only for completeness. The RSU configuration assumes an additional control panel connected to RSU#1 via an ARINC 485 standard bus.]

The RSU provides (1) multiple channels of television service from a single package, (2) a single interface point for the SPAC for signal validation, frequency control, and operational control and status, and (3) a control point for ARINC 485-standard operation and status to/from an external controller, such as a control panel (figure 3.3-12). The RSU also performs fault consolidation and processing for the core LRUs and each of the RSUs. RSU requirements are captured in TBD.

The initial RSU configuration supports 4 channels of television; 24 channels are achieved by cascading 6 RSUs. Inter-RSU control and status is via an additional RS-485 bus (figure 3.1-3).

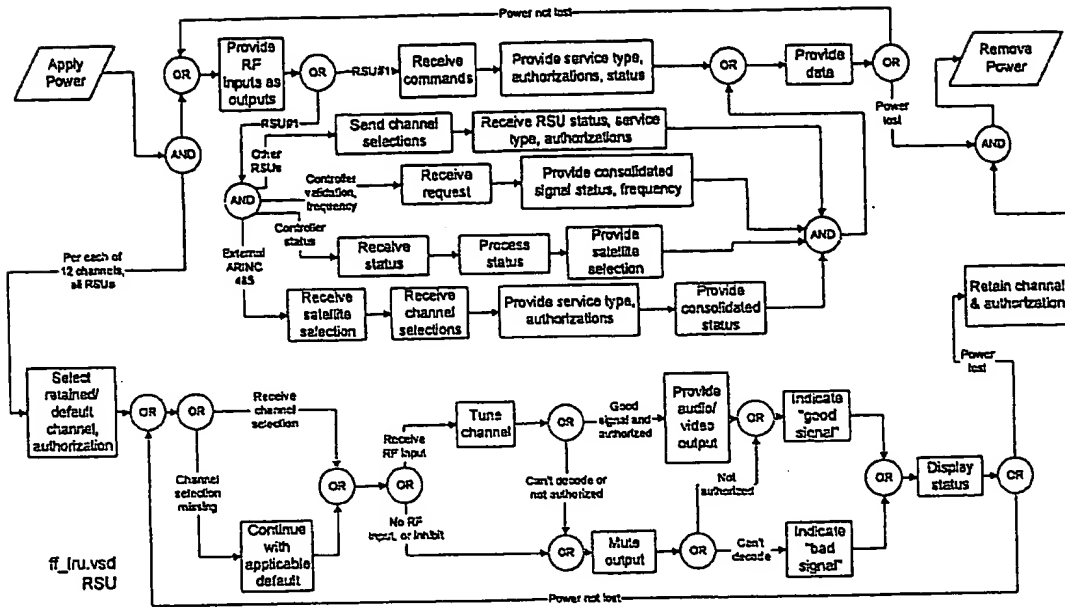


FIGURE 3.3-12. RECEIVER FUNCTIONAL FLOW (RSU CONFIGURATION)

3.4 Monitoring and Test Concepts

The basic philosophy of fault monitoring and operational testing (*aka*, built-in-test, or BIT/BITE) is to:

- Allocate primary fault monitoring to the user, based on the audio and video outputs.
- Limit fault isolation activity to operate in response to a detected loss of function.
- Limit fault isolation to only that necessary to isolate on-airplane with high confidence (90% to a single or most-probable LRU).

These three ground rules result in a greatly simplified BITE design which relies primarily on operational monitors already available in the system. Limiting fault isolation to operate only in response to a detected loss of function reduces the quantity of nuisance faults attributable to failures of the BITE monitors.

The digital nature of the encoded TV signal makes the approach of reporting faults only for loss of function more easily achievable. The receiver "downstream" of the PACAS SPAC indicates when the digital "bit-error rate" (BER) exceeds a threshold above which it is unable to convert the DBS signal (or equivalently, the signal-to-noise ratio falls below the minimum required value). Under this condition the receiver "mutes" its output (temporary "freeze" of picture, then indicates "looking for satellite"), and indicates to the SPAC that it has a "bad signal" (polled status from SPAC). Concurrently, the SPAC may measure that the RF power has dropped below its minimum threshold. Therefore, loss of function as detected by the receiver may also be discerned as a loss of function by the SPAC (SPAC can detect and track on power levels that may be insufficient for the receiver to decode; therefore, loss of function detected by the receiver (inability to decode) may not be detected concurrently by the SPAC (loss of RF power)). The



SPAC attempts to isolate faults using the status it receives from other LRUs and by conducting intrusive tests.

Except for faults of the ARINC 429 and Control/Status interfaces and any BITE, all other faults of PACAS are related to the ability of PACAS to provide DBS to the receiver and receiving validation thereof (and loss of the ARINC 429 input *may* cause loss of DBS if PACAS is unable to acquire or maintain tracking in its absence). Because PACAS fault monitoring and test provisions are limited to operating primarily when PACAS determines that it is providing invalid DBS signal to the receiver, the likelihood of nuisance faults is reduced, and the SPAC expends a very small amount of its throughput performing BITE.

The following sections describe the BITE concepts for each of the major functional areas: Power, Electronics, and RF.

3.4.1 Power

Figure 3.4-1 indicates the operational and fault monitoring (BITE) features of the PACAS power system.

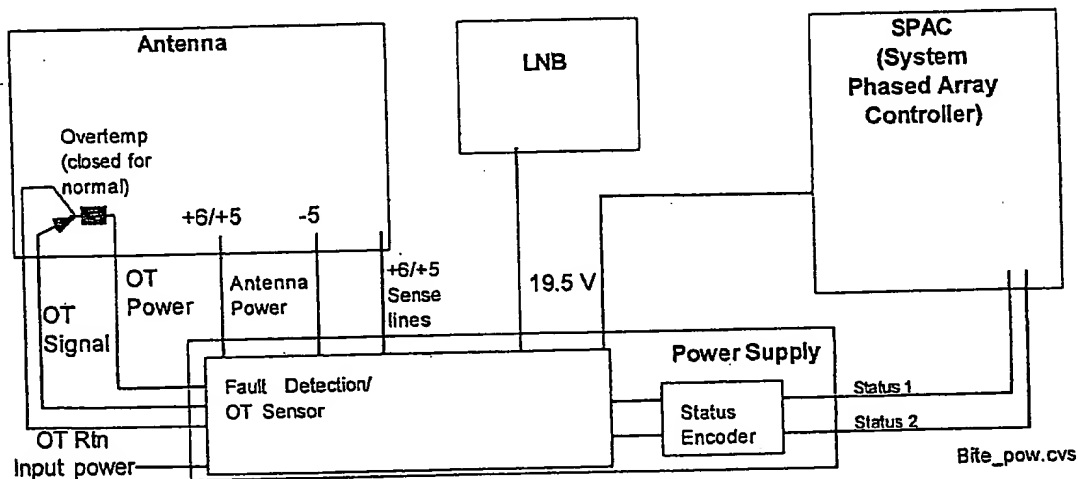


FIGURE 3.4-1. BITE CONCEPT FOR POWER

Over-temperature Monitoring. The power supply continuously monitors the antenna for over-temperature. The antenna provides this status by a temperature-sensitive transistor that functions as a normally closed switch. The switch opens when the temperature exceeds the local design point (based on maximum chip-back temperatures and the associated temperature at the monitor), and the "OT Signal" rises to +5V DC. When the power supply receives an indication of over-temperature it shuts down all antenna power and simultaneously provides a continuous status to the SPAC that power to the antenna has been disabled due to over-temperature. The SPAC displays this "over-temperature" operational status. When antenna normal operating temperature returns, the power supply provides power to the antenna (no need to reset power supply input power).



Power Monitoring. In the absence of the antenna over-temperature signal, the power supply provides the required voltage and current to the antenna, and monitors the outputs for under-current (which indicates an open cable or loss of one or more antenna panels), over-current (which indicates a short in either a cable or one or more antenna panels), and over-voltage or under-voltage (which, in the absence of an external short-circuit, are due to power supply faults, including self-induced shut down due to power supply internal over-temperature, or due to shorting or opening of voltage sense lines from the antenna). The power supply indicates an antenna power fault to the SPAC, which then associates loss of RF with the status provided by the power supply. The SPAC displays and reports an indication of "antenna power fault".

Because of the very low minimum current of the -5V line to the antenna (45 mA during loss of SPAC-antenna communications), undercurrent monitoring is absent on this interface. Loss of -5V to the antenna causes loss of communication between the SPAC and the EBSCs in the antenna, and is reported as a loss of beam steering control.

Current and voltage faults of the 19.5V DC (SPAC/LNB) power cause a shut down of all system power (antenna, LNB, SPAC). Faults of the power supply status to the SPAC are ignored unless there is an associated loss of RF as detected by the SPAC.

All power system faults (except antenna overtemperature) are latched by the power supply. This requires that the 115V AC power supply input power be reset (off-on) to clear the fault and allow the power supply to attempt to operate normally again.

3.4.2 Electronics

Figure 3.4-2 indicates the operational and fault monitoring features of the PACAS electronics.

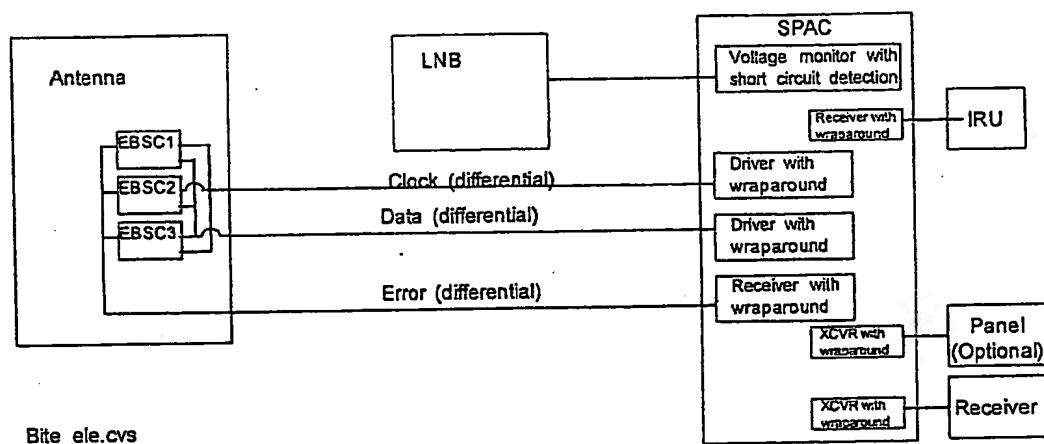


FIGURE 3.4-2. BITE CONCEPT FOR ELECTRONICS

The SPAC is intimately tied to the antenna steering/phasing electronics through a set of data lines. The antenna electronics have parity detection, which can be used to detect single-bit errors. The architecture of the electronics in the antenna precludes fault isolation to the antenna except when configuration or phase compensation data stored within the antenna is corrupted. All other



SPAC-antenna interface problems that fail to be isolated to the SPAC (using wrap-around tests) have indeterminate isolation (failure could be within antenna, SPAC, or interconnecting cable).

All SPAC external interfaces have self-test or wrap-around features. Upon detecting a loss of operational function (*i.e.*, fails to receive), the SPAC performs intrusive tests on the associated interface to determine whether the fault is inside the SPAC.

3.4.3 RF Monitoring

The BITE concept for RF uses the operational RF power monitors in the SPAC to detect low absolute power levels entering the SPAC (figure 3.4-3). Loss of RF at the SPAC may be due to loss of input from the satellite, antenna, LNB, SPAC, or cable failures (the ambiguity group for loss of RF).

Upon detecting loss of RF, the SPAC initiates intrusive tests to isolate the failure using the operational and BITE monitors outlined in the above sections.

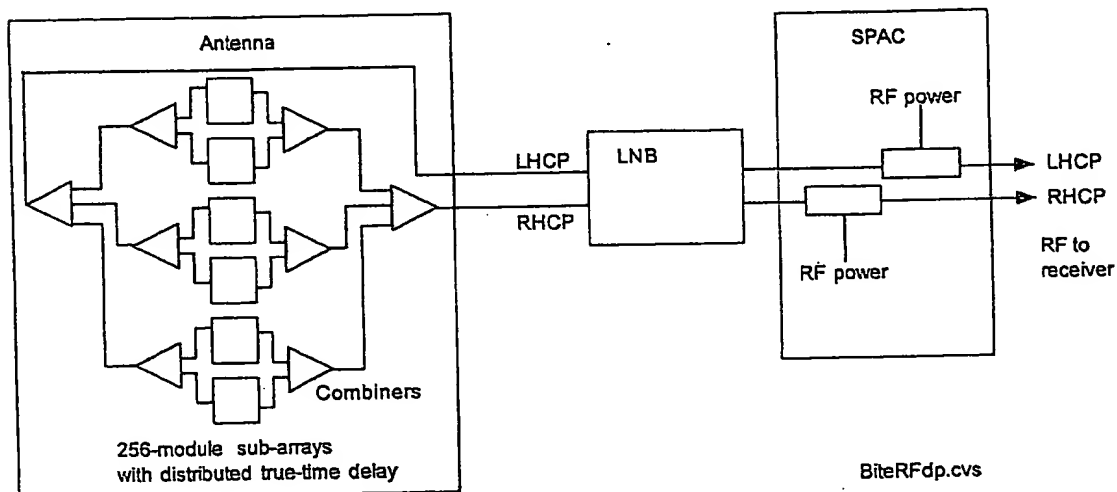


FIGURE 3.4-3. BITE CONCEPT FOR RF



4. LRU DESCRIPTIONS

4.1 Receive Antenna

This section describes the configuration of the Dual Polarization Receive (DPR) Antenna, pictured in figure 4.1-1. The functional block diagram is indicated in figure 4.1-2. A side-view of the various components of the antenna is displayed in figure 4.1-3.

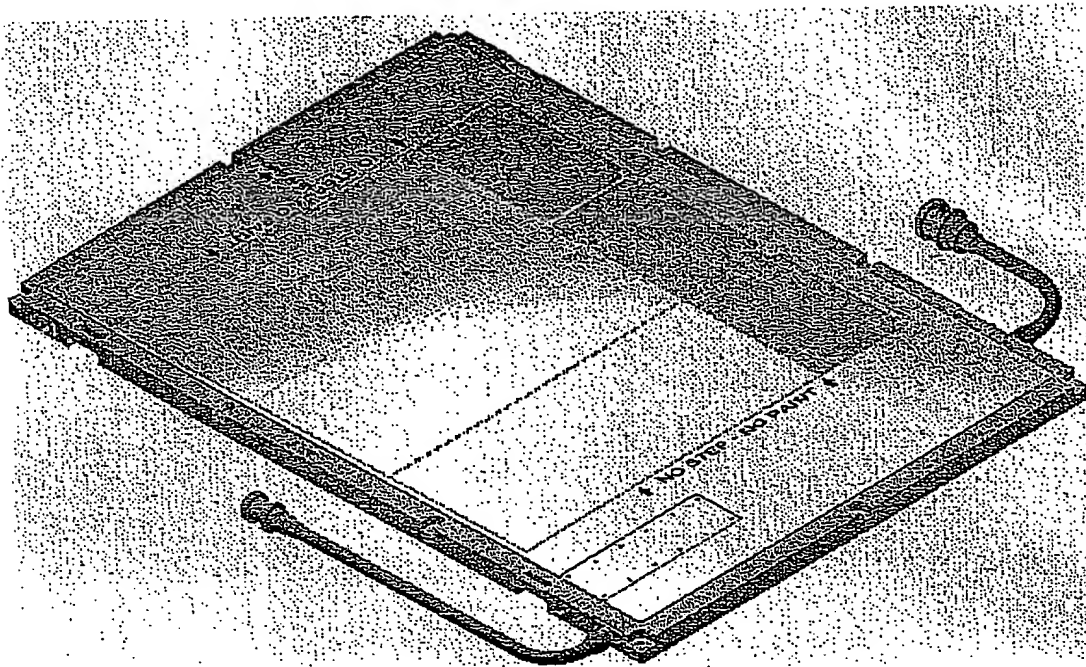


FIGURE 4.1-1. DUAL-POLARIZATION-RECEIVE ANTENNA

The overall size of the DPR antenna is approximately 37 inches long x 26.5 inches wide x 1.18 inches thick (reference figure 4.1-1). The weight is approximately 79 lbs.

It is broken up into 3 array subassemblies, each consisting of 505 electronic antenna modules, a Teflon based printed wiring board (TPWB) that combines the RF energy of these modules together and provides power and control circuitry, a machined aluminum enclosure with 505 counter-bored holes into which the modules fit, an aluminum pressure plate which holds the TPWB against the enclosure, an External Beam Steering Controller (EBSC) printed wiring assembly, and 4 True Time Delay (TTD) electronic modules that are used to amplify and correctly phase the RF outputs. These 3 Array subassemblies are bolted into a machined waveguide brazement. A wire harness, bus bar, and top and bottom covers are added to complete the assembly. Although the antenna is physically divided into 505 element blocks, functionally it is divided into 256 element blocks called subarrays. Due to physical and mechanical requirements, a few modules are required to be left out of each subarray. There are 2 subarrays in each 505 element Array Subassembly.



BOEING PROPRIETARY

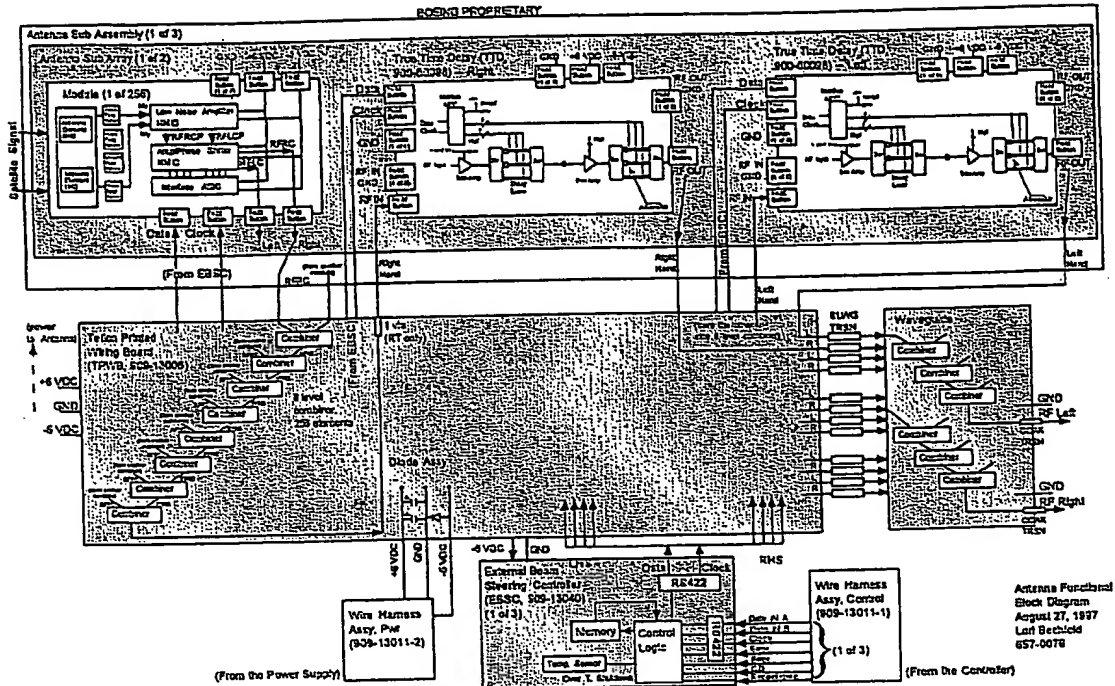


FIGURE 1. DPR Antenna Block Diagram
BOEING PROPRIETARY

FIGURE 4.1-2. ANTENNA FUNCTIONAL BLOCK DIAGRAM

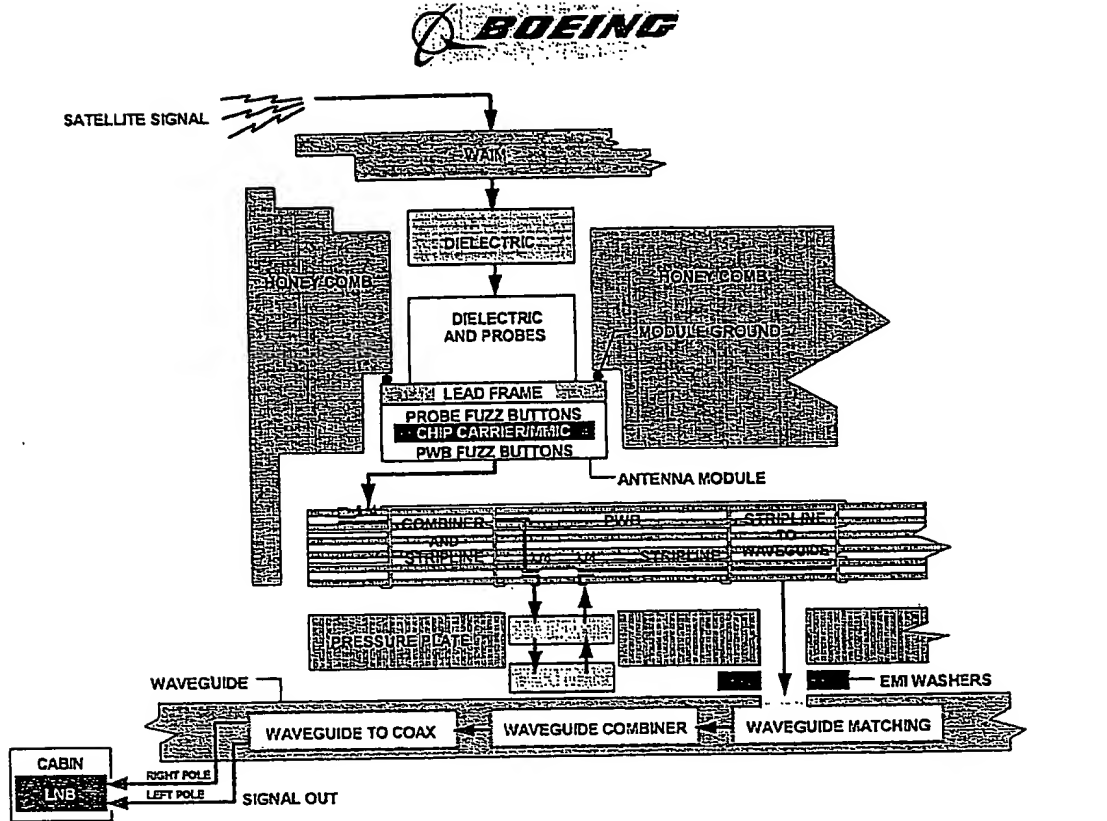


FIGURE 4.1-3. ANTENNA COMPONENTS (SIDE VIEW)

4.1.1 Antenna Modules

The module block diagram is indicated in figure 4.1-4. The module has the following characteristics:

- Two polarizations available simultaneously, LHCP & RHCP
- Independent steering control for each beam
- Chip set performance @ 12.7 GHz, (phase state 0, with bond wires)
- Gain $\cong 24.5 \text{ dB} + 1.3/-2.3 \text{ dB}$
- Noise figure $\cong 1.34 \text{ dB} + 0.21/-0.11 \text{ dB}$
- Module performance is degraded TBD by packaging induced losses

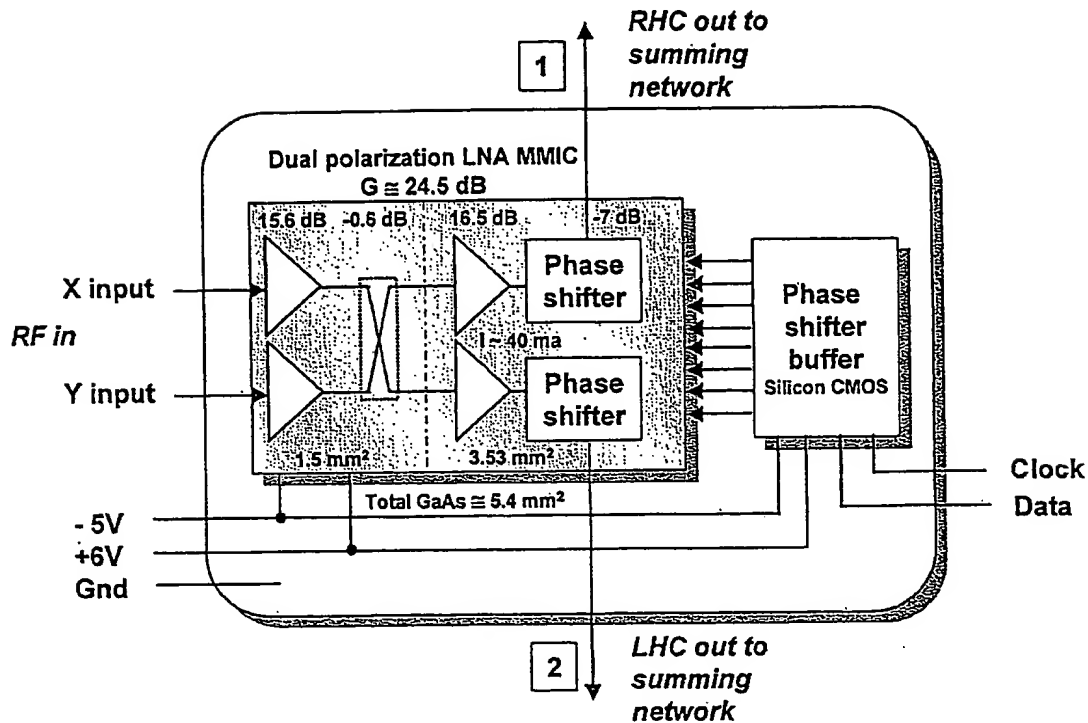


FIGURE 4.1-4. ANTENNA MODULE BLOCK DIAGRAM

Each antenna module (reference figure 4.1-5) is a static sensitive, multi-chip module, procured from Motorola, that is cylindrical in shape, approximately $\frac{1}{2}$ " diameter and $\frac{1}{3}$ " tall. The interconnection of the module to the TPWB is made with 10 fuzz buttons located on one end of the cylinder. These are solder-less pressure connections that are very small and fragile. Each fuzz button is a 0.020"-diameter cylinder that is 0.052" tall made of a long, 0.001"-diameter gold wire which is crinkled up into the cylindrical form factor.

Internal to the molded probe are two antenna elements which pick up the RF energy from the satellite. This energy is then transferred into the ceramic chip carrier where it is amplified and controlled and then transferred into the TPWB.

The ceramic chip carrier contains Boeing designed amplifiers, phase shifters, and an interface ASIC as shown in figures 4.1-6 and 4.1-7.

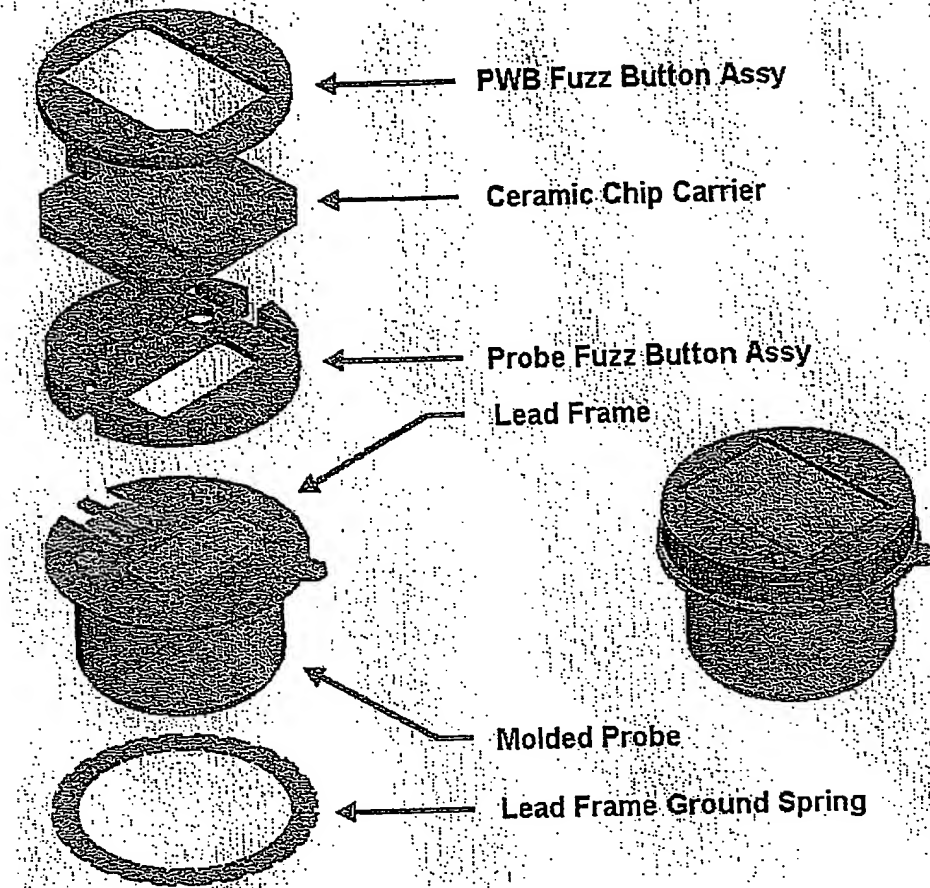


FIGURE 4.1-5. ANTENNA MODULE ASSEMBLY

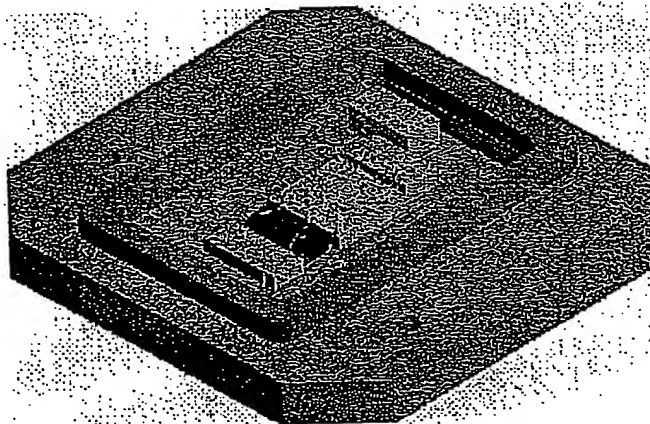


FIGURE 4.1-6. ANTENNA MODULE CHIP CARRIER

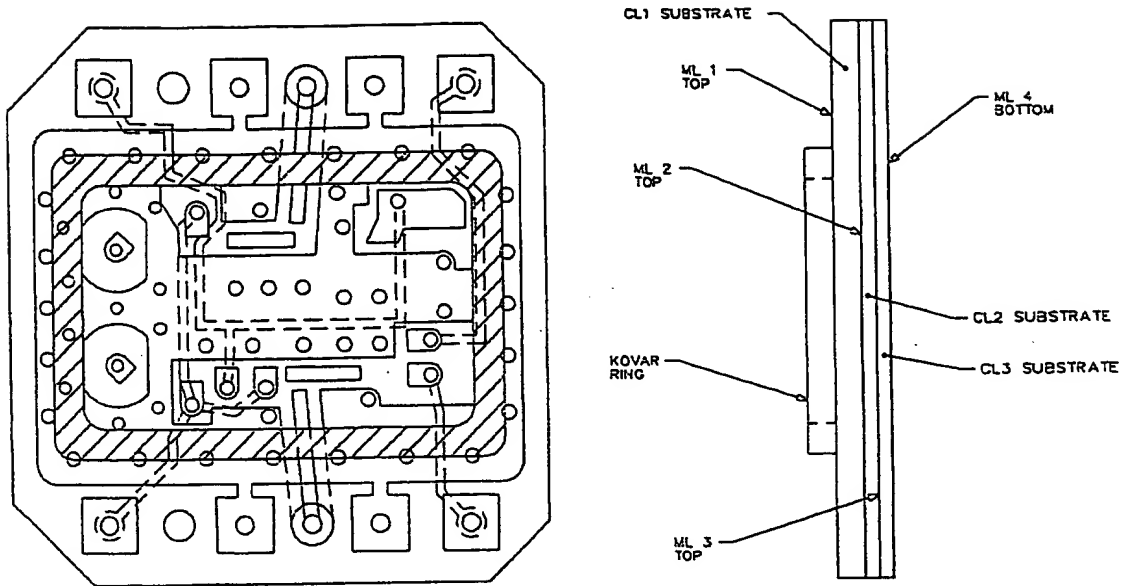


FIGURE 4.1-7. ANTENNA MODULE CHIP LAYOUT

4.1.2 Module Enclosure Assembly

The module enclosure assembly consists of a machined aluminum detail (see figure 4.1-8) approximately 21" long x 7.75" wide x 0.591" thick with 505 precision reamed holes in it. Each hole is partially filled with a dielectric plug which is mounted flush with the top of the enclosure. A composite panel (Wide-Angle Impedance Matching aperture or "WAIM") is then bonded to the top of the enclosure and the top of each plug (see figure 4.1-6). For protection during transportation, a protective thick and tough pressure sensitive paper is applied to the top of the WAIM. This protective paper is removed prior to test. The assembly is required to be handled in such a fashion as to prevent scratches to the WAIM.

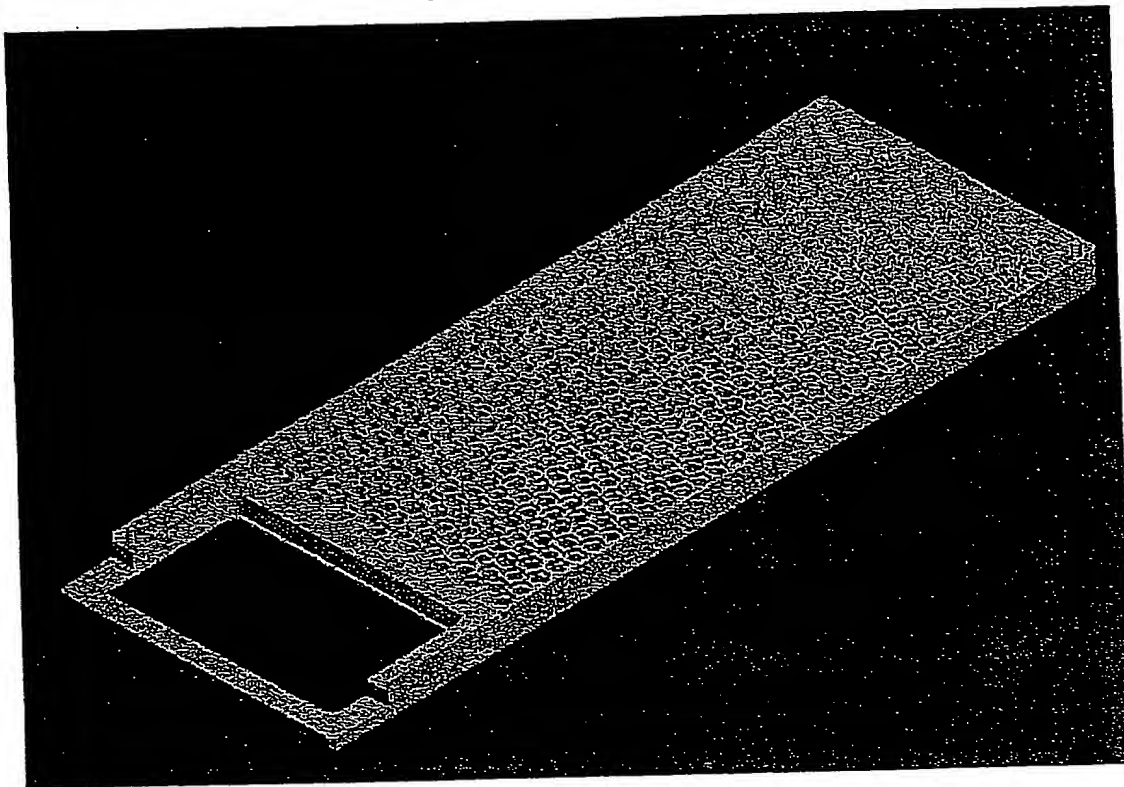


FIGURE 4.1-8. ANTENNA MODULE ENCLOSURE

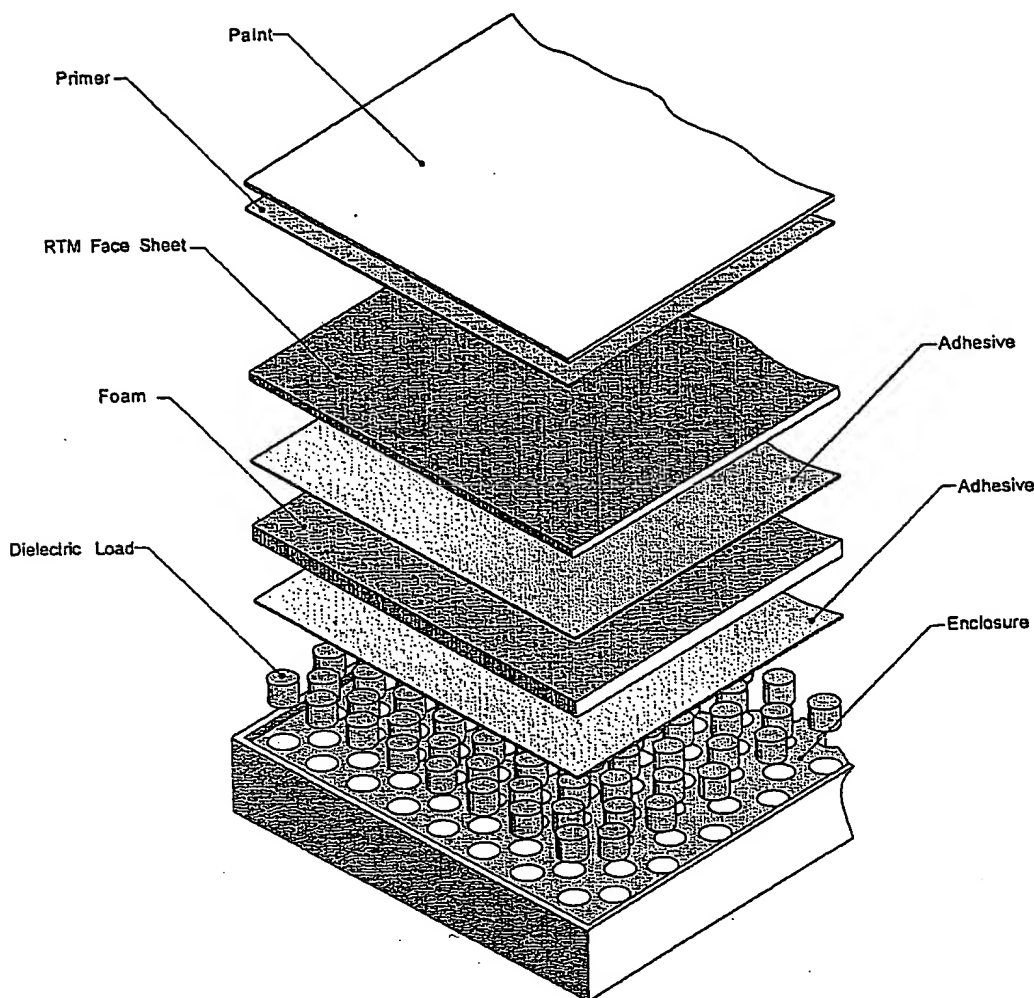


FIGURE 4.1-6. WAIM LAYERS

4.1.4 Teflon Printed Wiring Board Description

The TPWB is approximately 21" long x 7.75" wide x 0.115" thick. It is primarily gold plated on all surfaces with surface mount pads on layer 1 that interface with the Antenna Module fuzz buttons. It is a 12-layer board with internal screened-on resistors as well as internal RF layer-to-layer couplers and combiners. There are 3/16 tooling pin holes in opposite corners for aligning the TPWB to the Module Enclosure Assembly, one of which is a tight, locational-clearance fit for precisely locating the board, with the second slightly looser to allow for tolerances. Energy from the antenna modules comes into the TPWB where it is combined and "launched" into the waveguide through internal probes.

4.1.5 Waveguide

The waveguide is a machined aluminum brazement that acts as the main chassis structural component of the antenna as well as the RF waveguide. It is approximately 37" long x 26.5" wide with the thickness varying from 0.25" over the majority of the center portion to 1.18" thick



near the edges (see figure 4.1-7). There are 6 "ports" or launch points into the waveguide for each polarization, one for each subarray. These 6 RF inputs are combined internally to a single output. Each output, Left Hand Circular Polarization (LHCP) and Right Hand Circular Polarization (RHCP) is feed into a probe which transitions to an SMA coaxial connector.

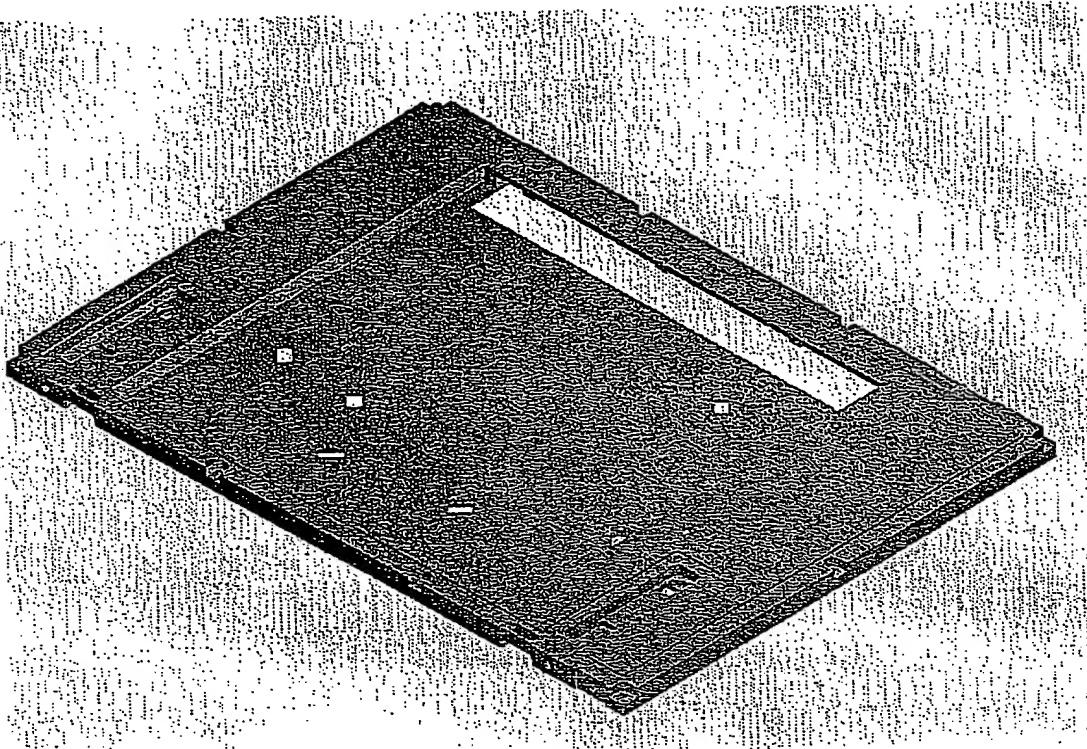


FIGURE 4.1-9. WAVEGUIDE

4.1.6 Wire Harness Descriptions

There are 2 wire harness assemblies, Controller and Power, and 2 semirigid coax cable assemblies, RHCP and LHCP, in the antenna. Each exits the antenna on the side (1.18" thickness). For the wire harness assemblies, since the antenna side is too thin to mount the necessary connector on it, the antenna has "flying" wire bundles exiting it. The Controller Wire Harness is built as a harness with only the contacts installed on the outside connector wire ends (no connector). The harness will be completed on assembly by inserting the wires through a side hole in the antenna and installing the connector.

The controller wire harness consists of 8 twisted shielded pairs (AWG 20) terminated inside the antenna to M55302/66 style crimp connectors (one at each EBSC). Daisy-chain type wiring connects the EBSC PWAs and is manufactured on a standard form board.

The Power wire harness consists of 2 (AWG 4) wires, 2 twisted shielded pairs (AWG 20), 1 twisted pair (AWG 12) and 1 twisted triad (AWG 20), terminated inside the antenna to terminal lugs.



4.1.7 Bus Bar Description

The bus bar (reference figure 4.1-10) consists of 3 machined copper strips, laminated together with insulators between the conductors for isolation. There are 6 studs at each TPWB location, 2 for each voltage (+V, -V, Gnd) and studs at one end for connecting the Power wire harness terminal lugs.

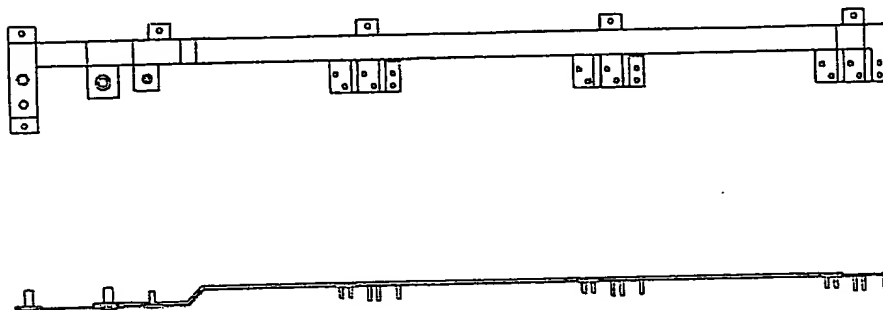


FIGURE 4.1-10. BUS BAR

4.1.8 TTD Module Description

The TTD or True Time Delay Module is a static sensitive, 1.25-inch square electronic module as shown in figure 4.1-11. It consists of a large custom substrate required for the necessary delay lines and a small chip cavity for the amplification and switching functions (figure 4.1-12). There is one TTD module for each polarization of each subarray. Since at high scan angles the RF signal strikes the near side of the antenna sooner than the far side, the TTD provides the proper delays such that all subarrays of one polarization are in phase with each other and the energy from each can be combined with the highest efficiency (reference section 3.3.3.3).

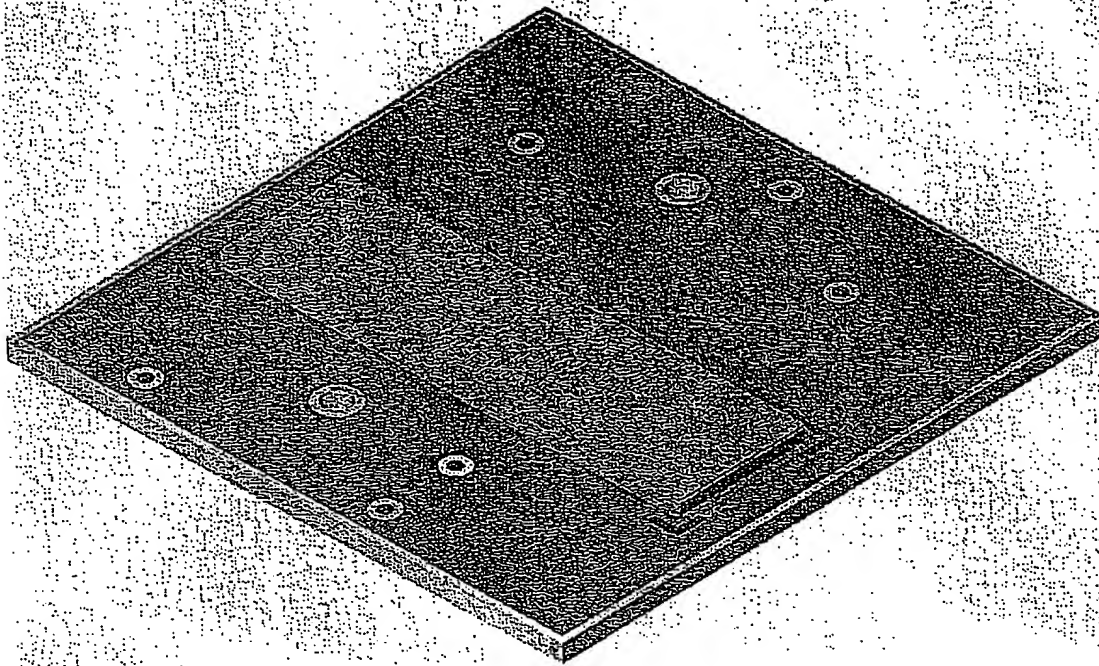


FIGURE 4.1-11. TTD MODULE

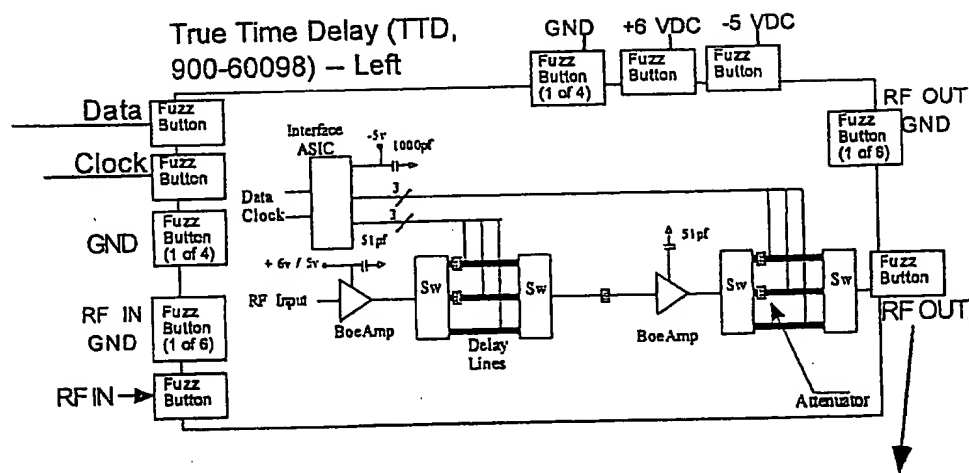


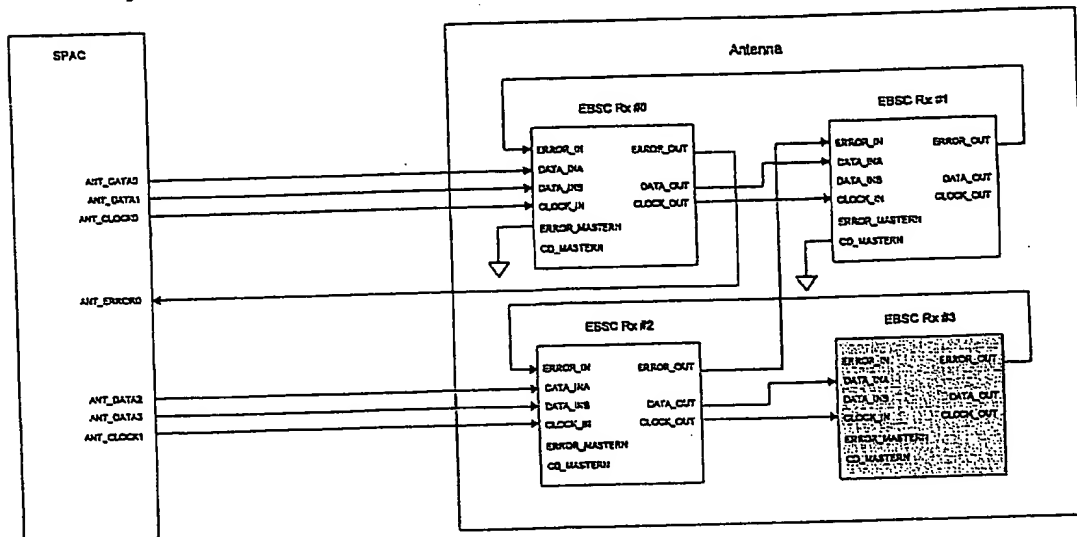
FIGURE 4.1-12. TTD MODULE SCHEMATIC

4.1.9 EBSC PWA Description

The EBSC (Electronic Beam Steering Controller) PWA provides the interface between the antenna and the SPAC as shown in figure 4.1-13. It is a 5" x 7" circuit card that interconnects to the TPWB via solder-less pressure-spring finger interconnects. The block diagram is indicated in figure 4.1-14.



The EBSC provides the control interface between the SPAC and the antenna modules and TTDs, receiving phase-shifter commands and TTD settings. It also retains antenna configuration data for downloading to the SPAC, and provides temperature status to the power supply for shutdown on overtemperature.



file: ant_bd4.vsd

SPAC TO ANTENNA CONNECTIONS
All Signals are in RS-422 format except mode pins.

11/4/88

FIGURE 4.1-13. EBSC-SPAC INTERFACE

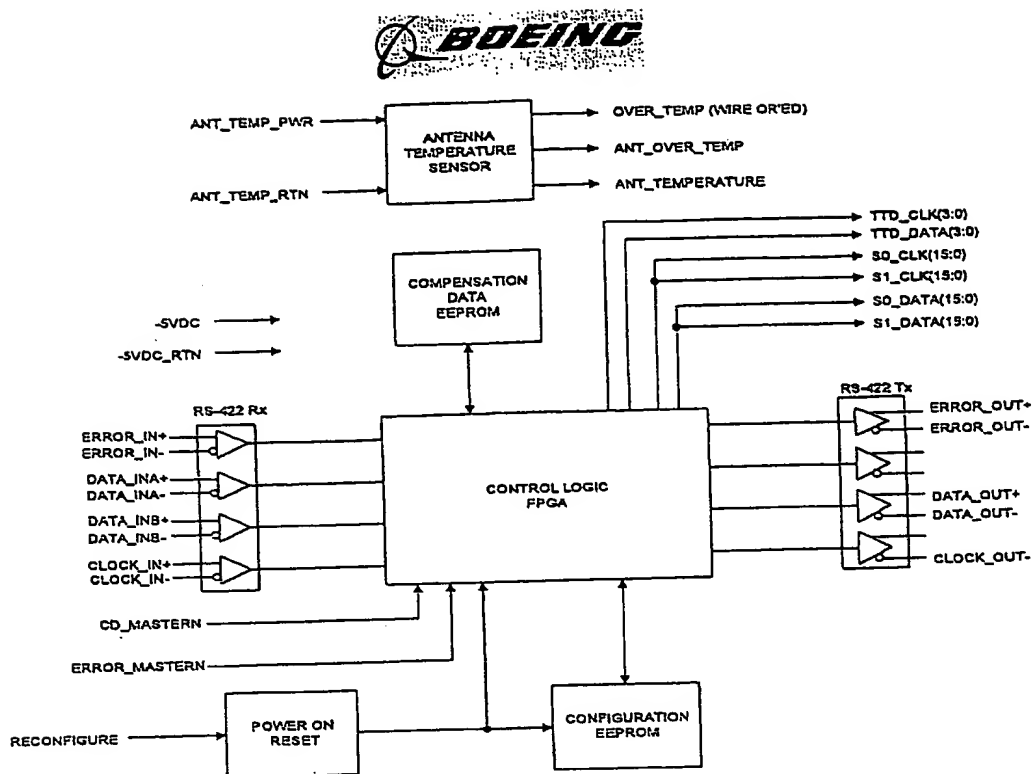


FIGURE 4.1-14. EBSC BLOCK DIAGRAM

4.2 Low-Noise Block/Down Converter

The PACAS low-noise block/down converter (LNB) receives dual polarity, RHCP and LHCP, Ku-dual-band frequency inputs from the antenna and converts them (independently) from either 11.7-12.2 GHz or from 12.2-12.7 GHz into an IF of 950-1450 MHz, the IF band suitable for FSS demodulators and DBS receivers (see figure 4.2-1). The converted Ku band is delivered to the SPAC at IF.

Band selection for the LNB (11.7-12.2 or 12.2-12.7 GHz band) is supplied from the SPAC using DC levels multiplexed onto the output IF coax via the coax center conductor. The specific DC level determines which of the two bands, DBS or FSS, are to be converted (selected). Two separate Ku receive channels are maintained: one for RHCP and one for LHCP, one or both for DBS and one or both for FSS. The functional requirements apply independently to each channel. Power is supplied from the power supply at 19.5V DC via a 3-pin circular power connector mounted on the LNB package.

The LNB is procured as a development item from Satellink, Inc., of Dallas, Texas. Dimensions are approximately 4" x 6" x 8", and the weight is approximately 6 lbs.

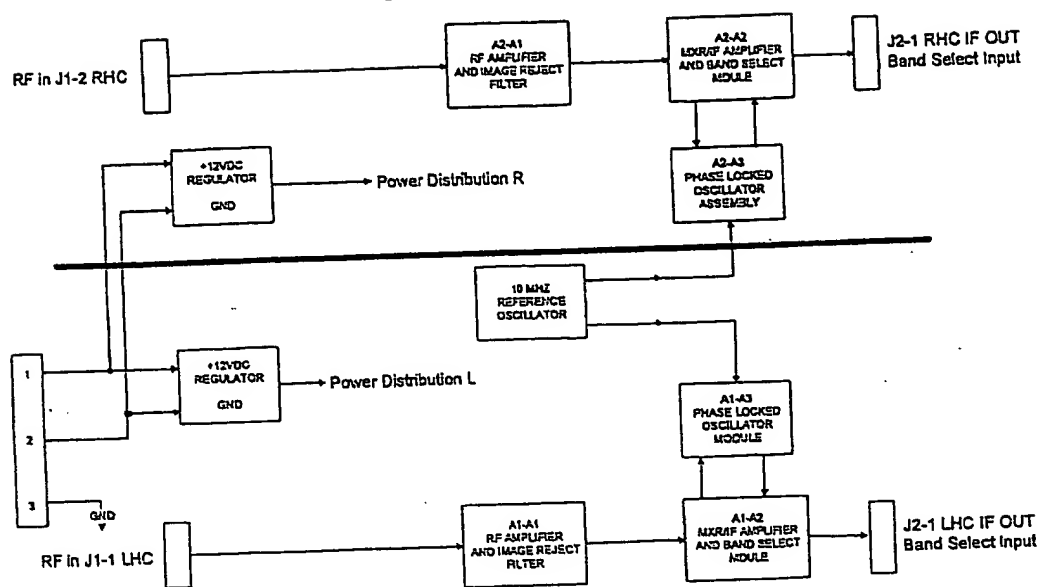


FIGURE 4.2-1. LNB BLOCK DIAGRAM

4.3 Power Supply

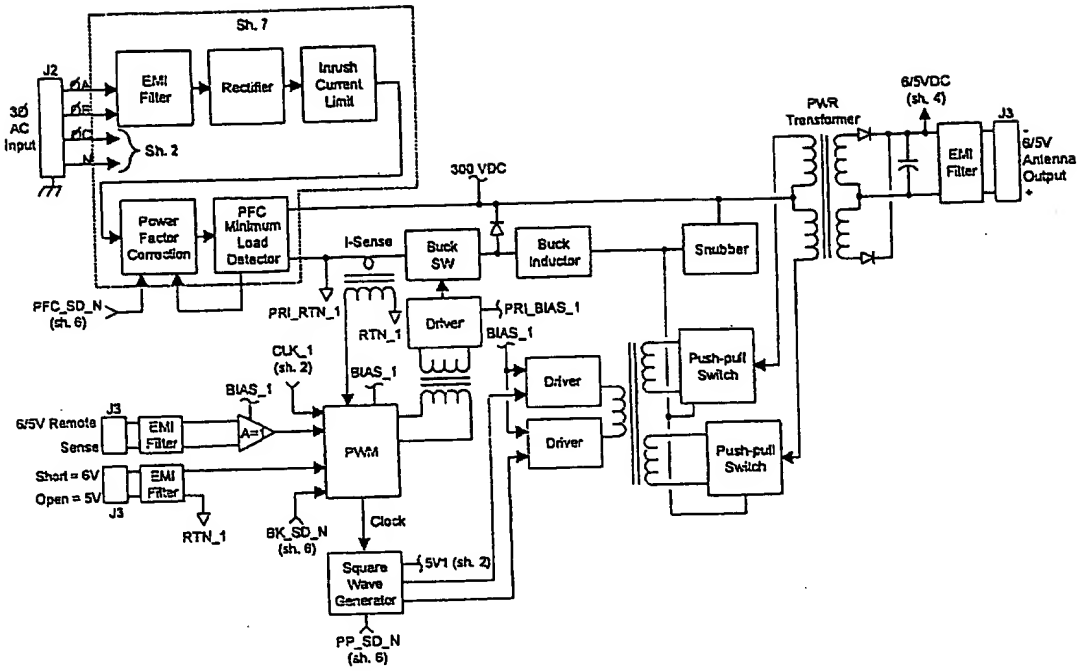
The Phased Array Power Supply provides electrical power to the other elements of the PACAS. It converts 115V, 3 Phase, 400 Hz airplane power to three DC voltages and an antenna overtemperature sensor supply needed by the system. The voltages and currents are:

- +6 or +5V DC at up to 83 A (reference figure 4.3-1)
- -5V DC at up to 1.6 A (reference figure 4.3-2)
- +19.5V DC at up to 3 A (reference figure 4.3-2)
- +7.5V DC at 4 mA (nominal) for antenna overtemperature (reference figure 4.3-3)

The +6/5V output has remote sense capability to overcome voltage drops due to the high current load (figure 4.3-1).



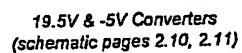
12 68 34



Input and 5/6V Antenna Converter
(schematic pages 2.0, 2.2, 2.3, 2.4, 2.5)

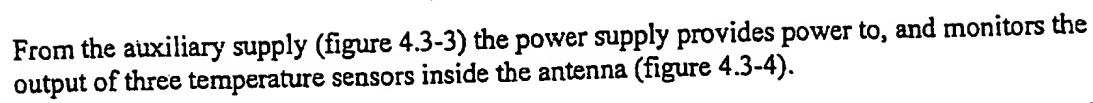
Sheet 1 of 7

FIGURE 4.3-1. PS BLOCK DIAGRAM: INPUT AND 5/6V ANTENNA CONVERTER



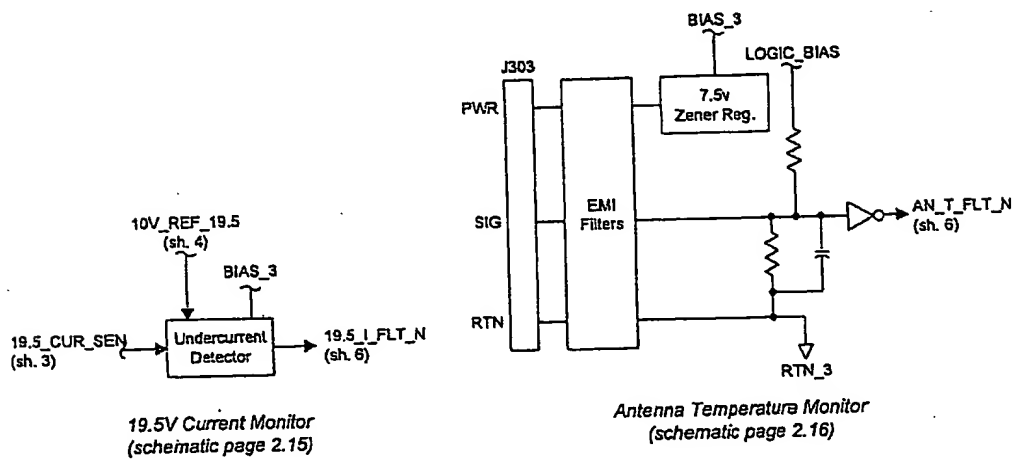
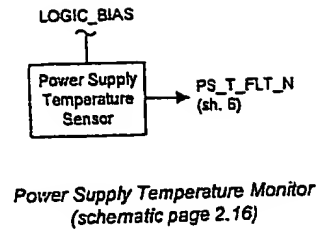
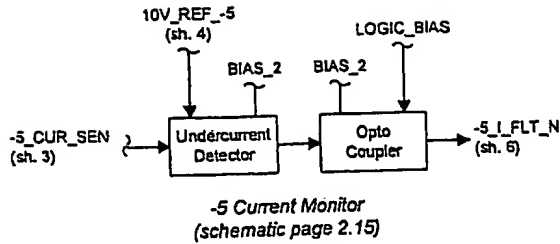
Sheet 3

FIGURE 4.3-2. PS BLOCK DIAGRAM: 19.5V & -5V CONVERTERS





MD 68 37



Current and Temperature Monitors

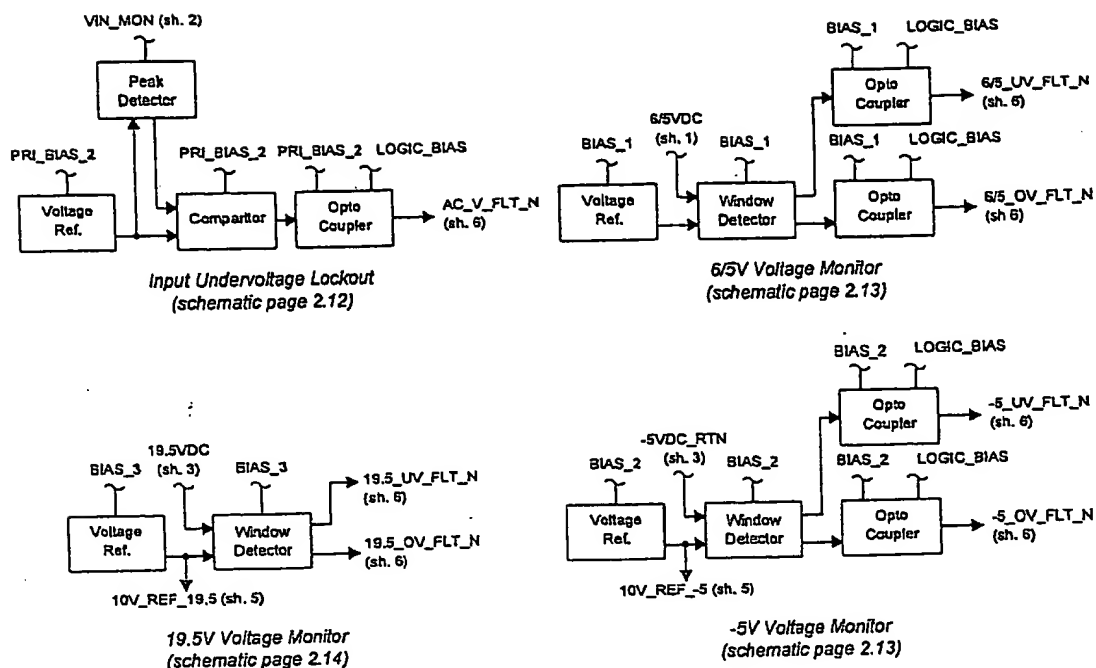
Sheet 5

FIGURE 4.3-4. PS BLOCK DIAGRAM: CURRENT AND TEMPERATURE MONITORS

The power supply also monitors for over/under voltage, and out-of-range current conditions on all outputs (figures 4.3-4 and 4.3-5).



10 99 35



Sheet 4

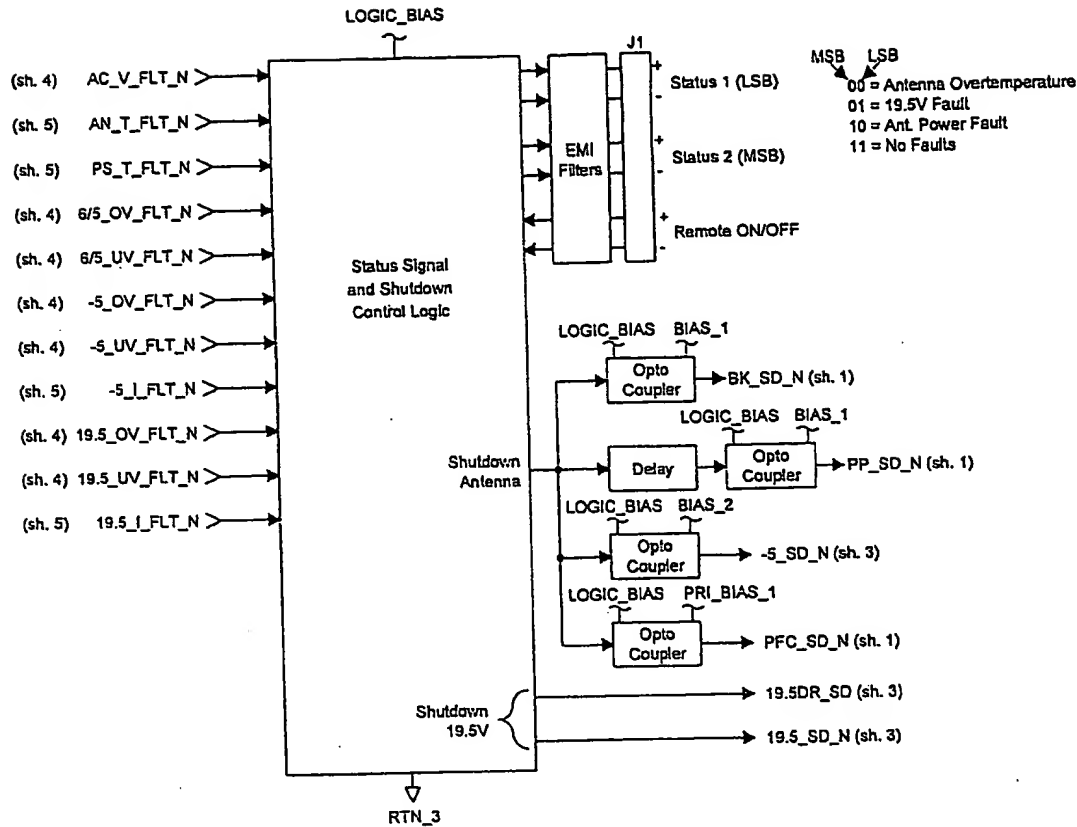
FIGURE 4.3-5. PS BLOCK DIAGRAM: VOLTAGE MONITORS

Power supply status is synthesized in the logic circuits (figure 4.3-6) and transmitted to the SPAC as a two-bit status word. The four status conditions are:

- No Faults
- Antenna Power Fault
- Controller/LNB Power Fault
- Antenna Overtemperature



MJ 98 57



Monitor Logic (schematic pages 2.17, 2.18, 2.19)

Sheet 6

FIGURE 4.3-6. PS BLOCK DIAGRAM: MONITOR LOGIC

The power supply shuts down power to the antenna in the event of an antenna overtemperature or a fault in the +6/5V or -5V power, but leaves SPAC power intact. The power supply shuts down all output power in the event of a fault in input power or the 19.5V output, which powers the SPAC/LNB. Among these faults, antenna overtemperature causes power to cycle to the antenna; the other faults are latched until power supply input power is cycled.

The power supply external dimensions are 18 x 10 x 3.5 inches (figure 4.3-7). It weighs approximately 18 lbs. and has a carrying handle for convenience. Two fans cool it.

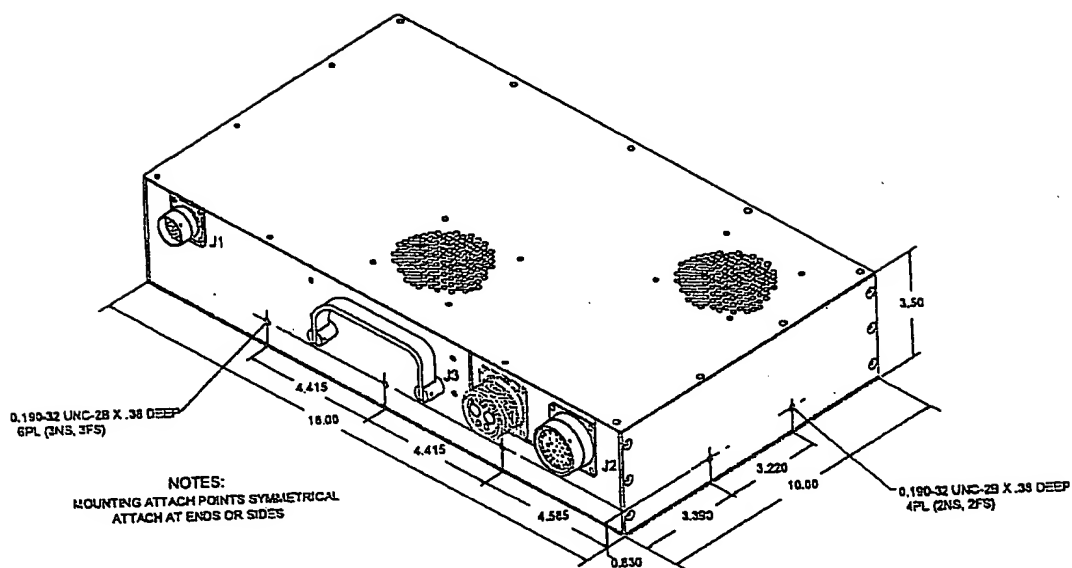
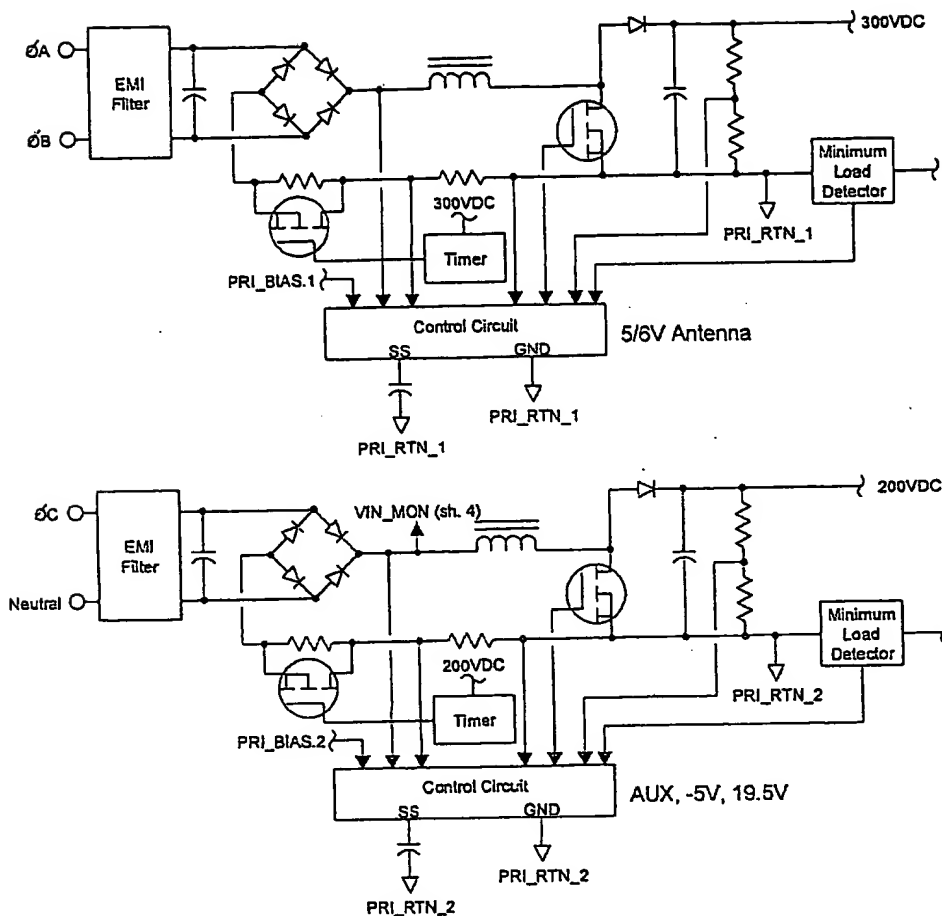


FIGURE 4.3-7. POWER SUPPLY

Internally, the power supply consists of three major assemblies, the printed wiring assembly (PWA), the input filter module, and the output filter module. The PWA contains three test connectors, one of which is accessible through the enclosure for signals used during the functional test procedure. The power factor correction circuitry is shown in Figure 4.3-8.



MD 96794



Power Factor Correction Circuits
(schematic pages 2.0, 2.1)

Sheet 7

FIGURE 4.3-8. PS BLOCK DIAGRAM: POWER FACTOR CORRECTION

4.4 System Phased Array Controller

The PACAS system phased-array controller (SPAC) provides control and external status of PACAS functions (reference STARS-CKTS-CONT-002). The SPAC interfaces with the external receiver, ARINC 429 inertial reference, and optional external status interface. The SPAC controls the antenna module pointing for each of two beams by calculating and transmitting the relative phases of each module to the antenna, and controls the true-time delay units in the antenna via the same beam-pointing digital interface. The SPAC also performs status and fault consolidation for fault isolation.

Figure 4.4-1 shows a possible connection diagram using the system phased array controller (SPAC) (reference figure 4.1-13 for the antenna digital interface). In this example the SPAC is controlling both a transmit and a receive antenna. The hardware has the necessary interfaces to control two antennas, however software to control only the receive array has been written.

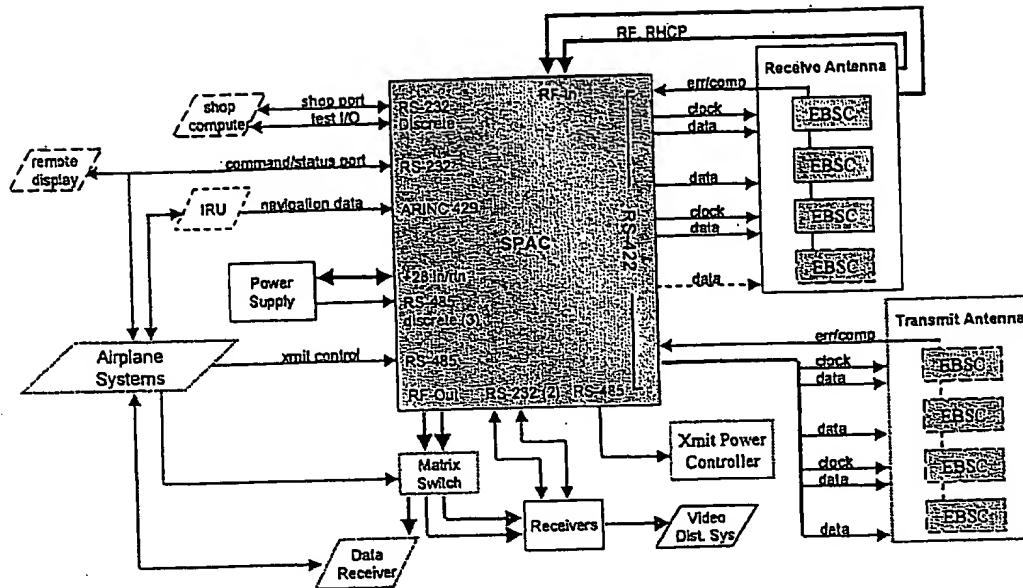


FIGURE 4.4-1. SYSTEM PHASED ARRAY CONTROLLER CONNECTION EXAMPLE

4.4.1 SPAC Architecture

The SPAC consists of two PWAs, one digital and one RF, mounted in a custom chassis tailored for optimum heat dissipation. The two cards are connected via a ribbon cable with filter pins mounted to an RF shield plate. Mating connectors are mounted on the cards; there is no backplane in the design. The external dimensions are 4" x 15" x 11", and the weight is approximately 7.5 lbs. Figure 4.4-2 shows the SPAC components (SK version).

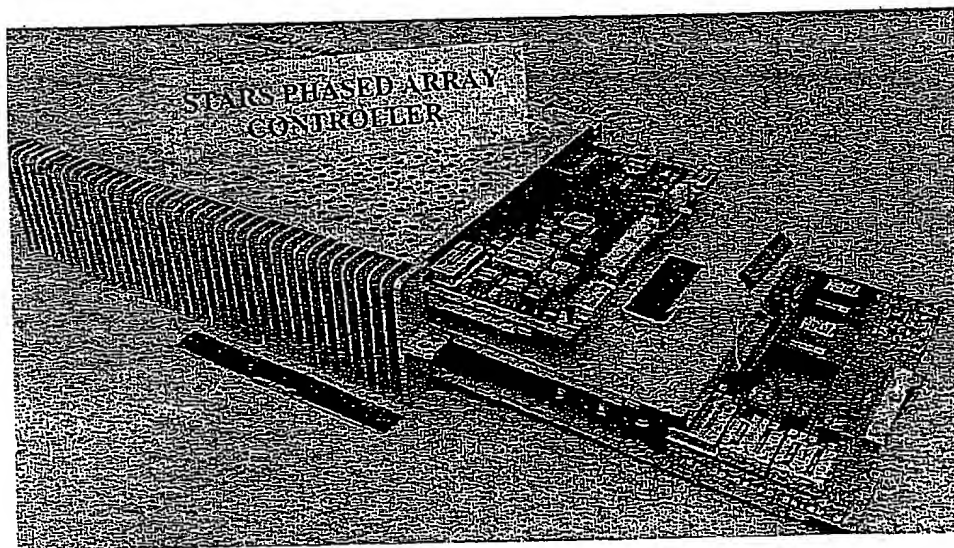


FIGURE 4.4-2. SYSTEM PHASED ARRAY CONTROLLER



4.4.2 SPAC Block Diagram

A block diagram of the SPAC is shown in figure 4.4-3. The left side of the diagram represents the Processor/Data Calculator card while the right side depicts the RF detector PWA.

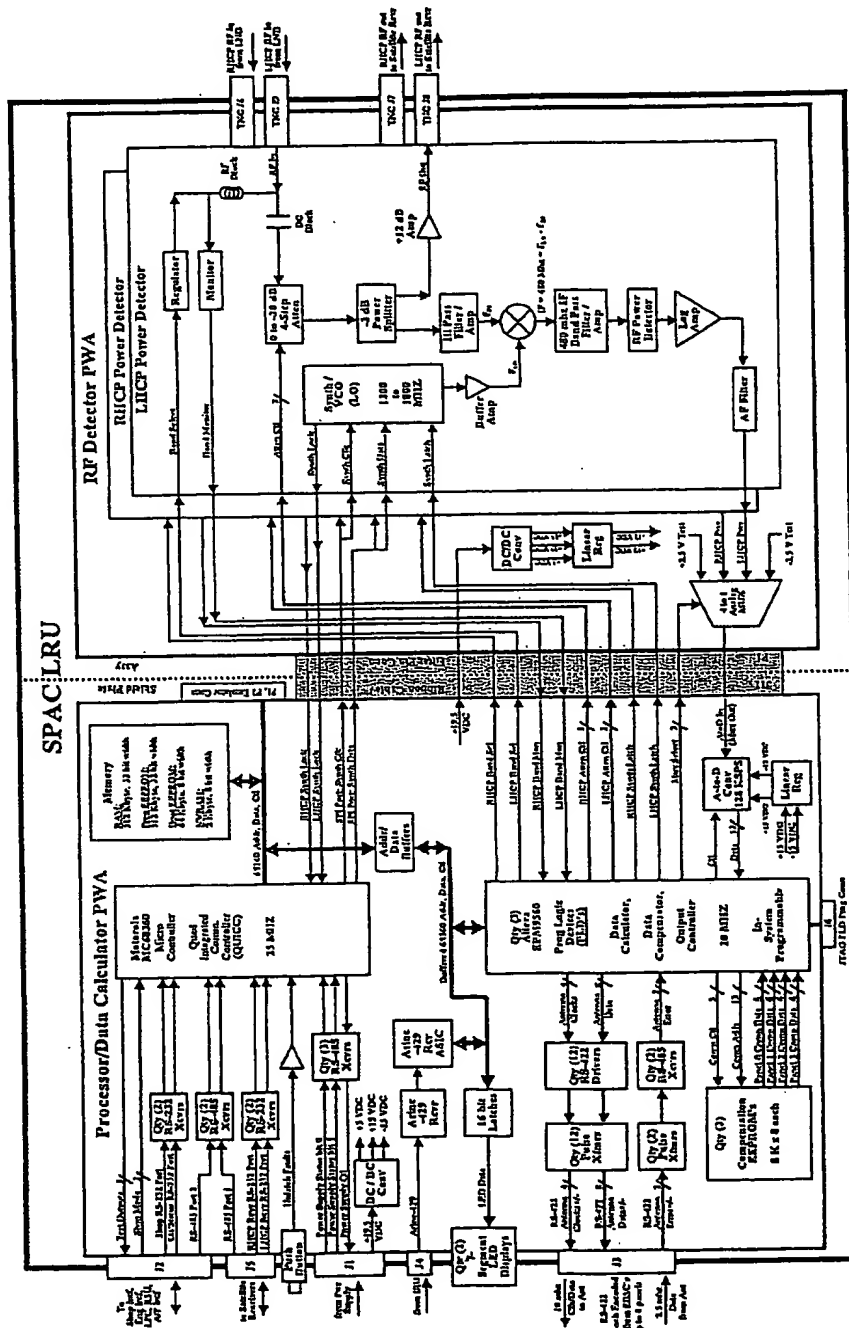


FIGURE 4.4-3. SPAC BLOCK DIAGRAM



The controller connects to the system via nine connectors as shown in table 4.4-1.

TABLE 4.4-1. SPAC CONNECTORS

Connector #	Function
J1	Power supply interface
J2	General purpose I/O – Shop RS-232 – Control/Status RS-232 – RS-485 port – 5 discrete I/O
J3	Antenna I/O – RS-422 out (12) – RS-422 in (2)
J4	ARINC-429 input
J5	Receiver I/O – RS-232 (2)
J6, J9	RF input (TNC)
J7, J8	RF output (TNC)

The connectors are soldered to the individual PWAs and exit through cutouts in the chassis.

Key features of the SPAC PWAs are described in the following paragraphs.

4.4.3 Digital Card Description

The digital card contains the processor, data calculator, program EEPROM, program RAM, and all of the digital interfaces for the SPAC. The card is pictured in figure 4.4-4.

The baseline parts list includes:

- 1 x MC68360, Quad integrated communications controller (QUICC).
- 128K x 32 bit, EEPROM for 68360 program store.
- 128K x 32 bit, RAM for the 68360.
- X20C16, Xicor 2K x 8 autostore NOVRAM, for non-volatile parameter storage.
- 3 x EPM9560, Altera MAX9000 family programmable logic devices implementing the data calculator, data compensator, and data formatter functions.
- 1 x Boeing ARINC-429 receiver ASIC
- Miscellaneous buffers, glue logic, and line drivers as required.

The RS-232 interfaces are three wires, TXD, RXD, and GND. The receiver RS-232 interfaces support the Thomson DSS-1 (for DirecTV and USSB) and EchoStar 6996 (for DISH Network) protocols.

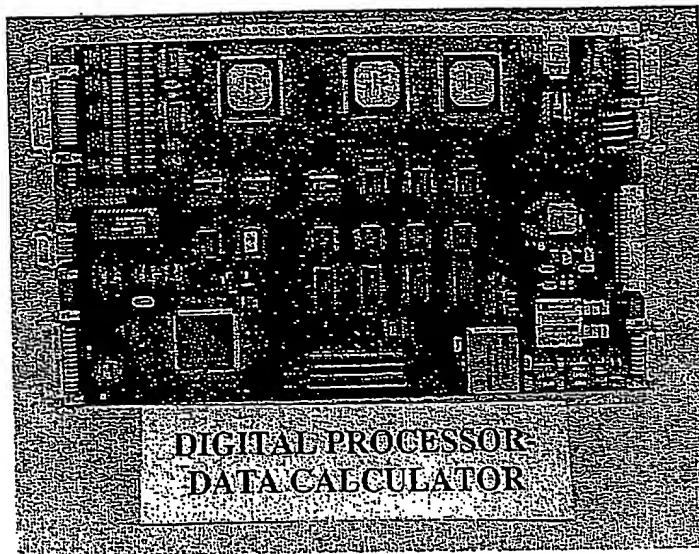


FIGURE 4.4-4. SPAC DIGITAL CARD SRU

4.4.3.1 Phase Calculation Circuits (reference D909-80054)

A primary function of the processor/data calculator card (PDC) is the computation of phase shifter settings for each element in the antenna. The PDC contains three high-density, erasable programmable logic devices (EPLD, Altera EPM9560s) that implement the data calculation, data compensation, and output formatting functions. A block diagram of the data calculation circuits is shown in figure 4.4-5.

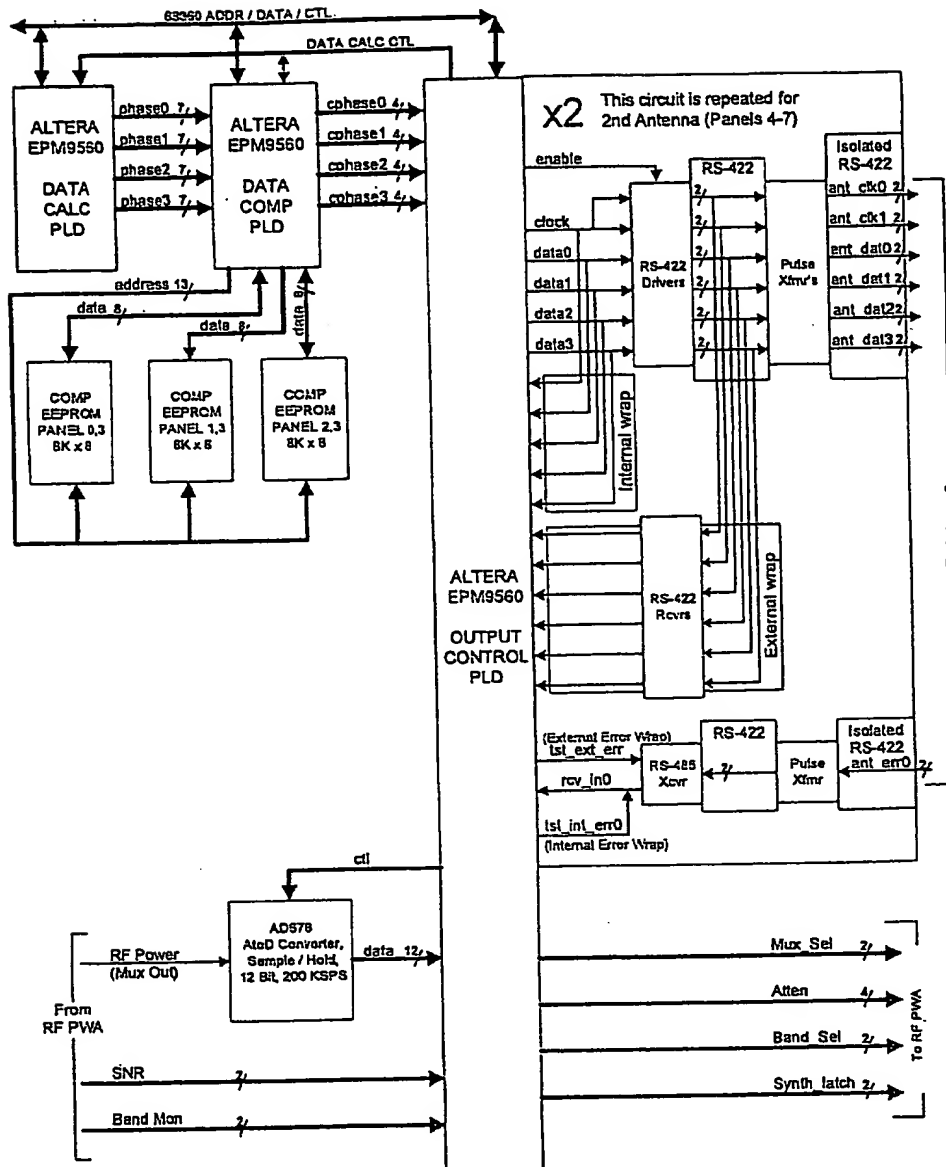


FIGURE 4.4-5. SPAC PHASE CALCULATION CIRCUIT BLOCK DIAGRAM

The EPLDs implement four identical computation channels and can generate phase shift data for up to four antenna panels simultaneously. The data calculator PLD computes phase data with 13 bit accuracy and passes 7 bits on to the data compensator. The compensator PLD adds a per element calibration constant and passes the data to the output controller. The output controller formats the phase data into messages which are then sent to the antenna. The output controller also controls the RF detector timing and on board A/D converter.

4.4.3.2 Data Calculator Hardware Algorithm (figure 4.4-6)

The Data Calculator EPLD computes individual phase shifter values for up to 8 subarrays. The



Data Calculator PLD contains 13 bit registers to hold the (qty 8) initial, (qty 1) delta, and (qty 2) flyback phase values that are computed and written by the host CPU. The 13 bit values are left justified to bit 14, in a 16 bit field. This allows S/W to assign a weight of 180° to bit 14, and allows bit 15 to act as an overflow bit (for angle calculations in S/W). The intent is to prevent S/W from having to do any shifting of the angle values, before writing them to the registers. Qty (4) 13 bit accumulators are used to hold a 13 bit phase shifter value. For each subarray, the accumulator is initially cleared. The 13 bit Initial Phase Register is added to the accumulator. The upper 7 bits of the accumulators, for each of the 4 panels, are then sent to the Data Compensator PLD, where they are then added to a 6 bit compensation value. The 6 bits of compensation data are connected to the upper 6 bits of the other adder input. Effective 6 bit rounding, from the 13 bit accumulator value to the 7 bit sum, from the compensation add, is accomplished by H/W setting the bit 0 of the compensation input to the 7 bit Compensation Adder. The result is then truncated to 4 bits. Pre-rounding to the final 4 bit phase will be accomplished by external software adding $2H$ (11.25°) to each compensation value, before the data is written to the Antenna Compensation EEPROM's. The final 4 bit result is sent to the output controller EPLD for formatting and output to the antenna. After generating the first 4 bit phase for the subarray, the Data Calculator PLD performs successive 13 bit sums of the Accumulator and the Delta Phase Register, storing the result in the Accumulator. Once 16 values have been generated, one of two Flyback Phase Registers are added to the accumulator to start the next data column.

Throughout the Data Calculator data path (registers, adders, and buses), the MSB is always 180° . This bit may also be thought-of as a sign bit. Any add which results in a carry-out from the 180° bit is equivalent to, $New_Angle = \text{Mod}(Angle, 360^\circ)$. When the 6 bit compensation value is measured / calculated on the external antenna calibration system, this representation (MSB = bit 5 = 180°) should be used for the 4 bit pre-round operation (adding $2H = 11.25^\circ$).

The Output Controller serializes the (4) 4-bit phase data streams and generates the control data (header, message type, subarray, column #, and parity), and then Manchester encodes the outputs. The second antenna (panels 4-7) phase data is generated using the same phase registers and data paths as for panels 0-3; therefore, the two antennas can not be loaded with phase data in parallel. Separate bank(s) of compensation data, for the second antenna, can be selected.

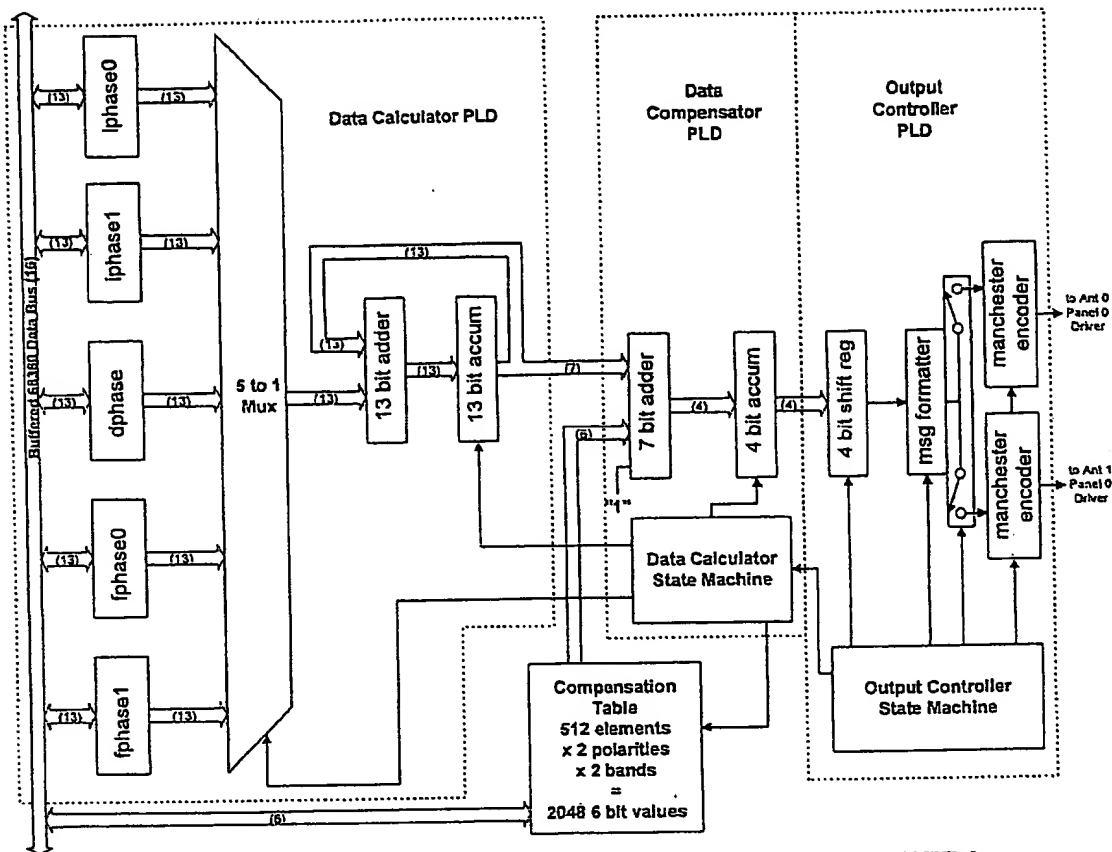


FIGURE 4.4-6. DATA CALCULATOR HARDWARE ALGORITHM

4.4.4 RF Card Description

The RF card contains the circuits necessary to measure the RF signals for each of two input channels (LHCP and RHCP) from the LNB. The RF card also provides band-control to the LNB. Figure 4.4-7 indicates the RF card block diagram. The RF Card is pictured in figure 4.4-8.

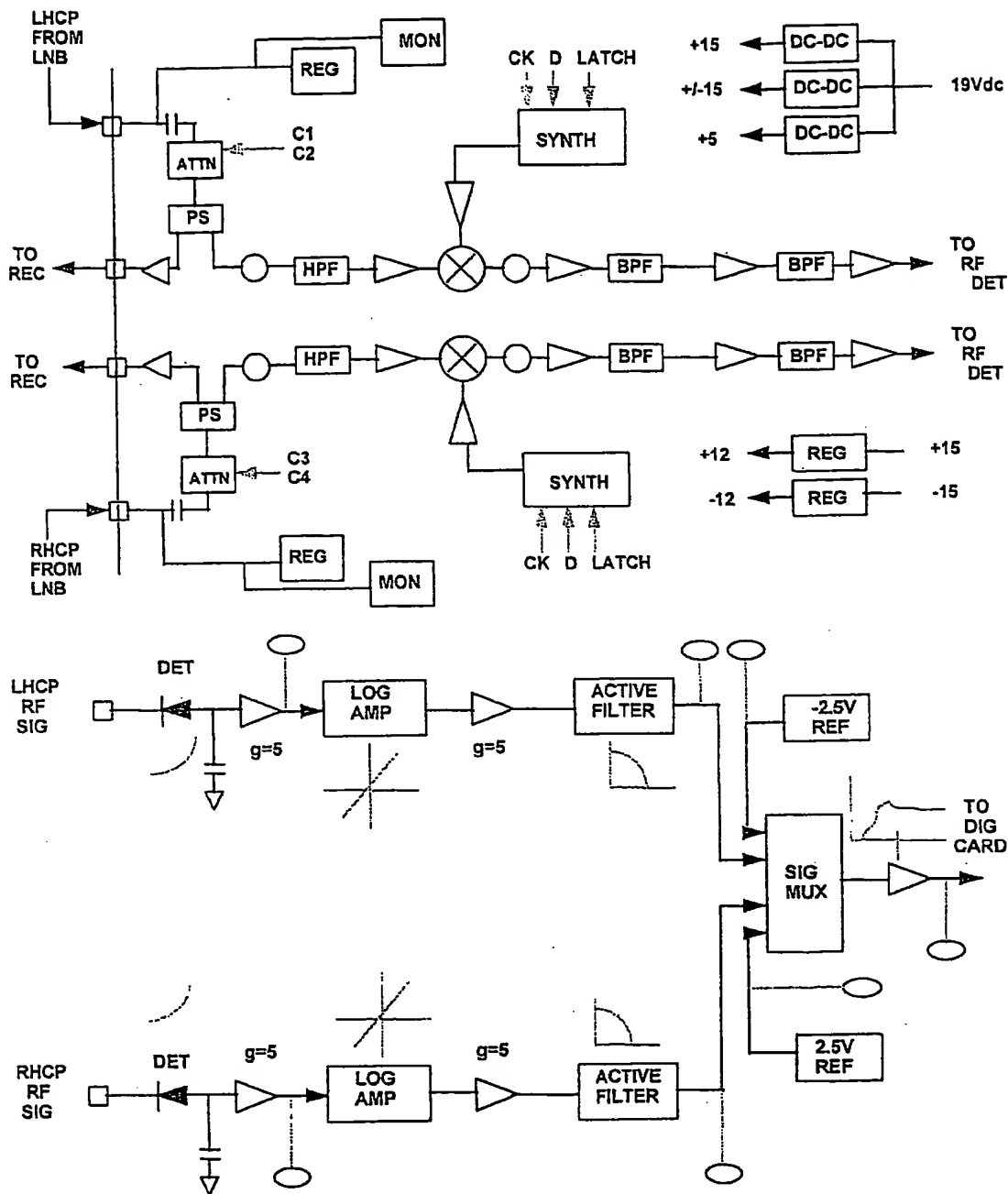


FIGURE 4.4-7. SPAC RF CARD BLOCK DIAGRAM

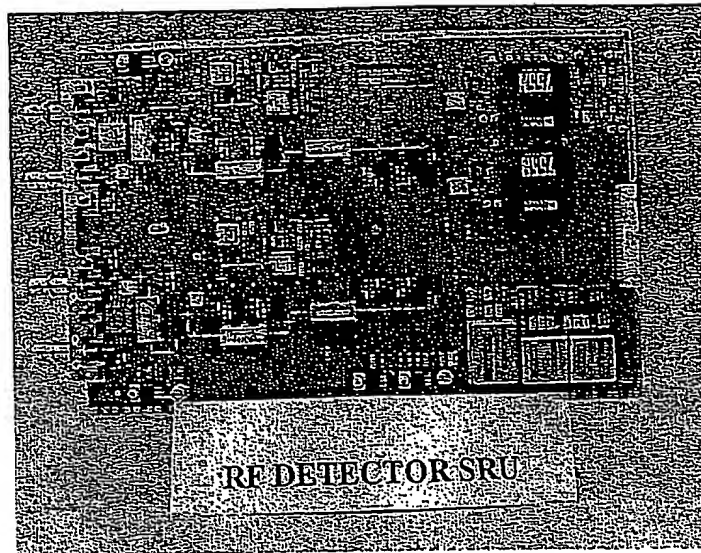


FIGURE 4.4-8. SPAC RF CARD

The RF card has the following allocated requirements within the SPAC:

- Measure relative signal levels for different beam positions.
- Relative accuracy over a one-second time interval signal power, single path < 0.05 dB.
- RF input signal-to-noise > 5 dB.
- Input dynamic range > 50 dB.
- Output dynamic range < 25 dB.
- A/D output resolution = 12 bit (+/- 4V DC = 0.006 dB)
- Beam position dwell time = 1.25 milliseconds.
- Selectable transponder for track control.
- Provide signal measurement for two independent channels.
- Supply DC bias voltage to dual LNB: 10-12V DC for Low-Band 11.7-12.2 GHz.
13-15V DC for High-Band 12.2-12.7 GHz.

The RF card has the following design characteristics:

- Transponders on each polarization are individually selectable by a tunable local oscillator set by processor.
- Local oscillator synthesizer is phase-locked from 1400 to 1900 MHz.
- High-side local oscillator to minimize signal band interference.
- Detected voltages are logarithmically compressed to hold accuracy.
- Final video filtering by processor on 12-bit A/D samples.
- Programmable dynamic range attenuation 0-30 dB in 10-dB steps.
- Bessel active filters to form anti-alias filter prior to A/D.
- Independent dual channel RF detection capability.



In addition the RF card has the following EMI design provisions:

- Guard fence provisions (Faraday shield) for the synthesizers and DC-DC power converters.
- Lowpass filters between ground planes.
- Controlled-impedance layers 1-4, $50\Omega \pm 5\Omega$.
- Separated ground planes connected at chassis.
- No overlapping ground planes.
- Short RF path lengths.
- Microstrip RF signal paths.

4.4.5 Intercard Connector

The interface between the processor/data calculator and RF PWAs is a filter-pin connector on the RF shield. The connector allows the processor to read the A/D converter. A complete extension of the processor bus is not required between the two cards. The signals on the connector are listed in table 4.4-2.

TABLE 4.4-2. SPAC INTERCARD CONNECTOR SIGNALS

PIN	NAME	DESCRIPTION
1	Mux_sel(0)	Analog multiplexer select line
2	Mux_sel(1)	Analog multiplexer select line
3	d(0)	Digital data bit
4	d(1)	Digital data bit
5	d(2)	Digital data bit
6	d(3)	Digital data bit
7	d(4)	Digital data bit
8	d(5)	Digital data bit
9	d(6)	Digital data bit
10	d(7)	Digital data bit
11	d(8)	Digital data bit
12	d(9)	Digital data bit
13	d(10)	Digital data bit
14	d(11)	Digital data bit
15	convert	A/D conversion control bit
16	read	A/D read data control bit
17		
18-34	GND	Digital ground connections



4.4.6 External Connections

The SPAC supports the external interfaces indicated in figure 4.4-1 and table 4.4-3.

TABLE 4.4-3. SPAC EXTERNAL INTERFACE SIGNALS

Interface Name	Description	Type	Pins	Pin Names
Shop	Provides interface for software load, factory test, and shop diagnostics.	RS-232C	3	TXD, RXD, GND
Control/Status	Delivers remote status to an airplane system or display, and receives external mode and system control.	RS-232C	3	TXD, RXD, GND
Receiver Control Status	Digital interface to get receiver signal status and frequency selection.	RS-232C	3	TXD, RXD, GND
Receiver Video	Baseband video output to the receiver.	L-Band RF	Coax	Signal, Shield
IRU	Connection to the airplane inertial reference unit to aid in acquisition.	ARINC-429	3	
Power Supply	Voltage lines to power the SPAC	Discrete wires	6	+19.5V DC, 19.5Rtn
Power Status	Power supply fault detection and on/off control.	RS-485	4	Status1, Status2
LNB	Receive L-band RF from the LNB and provide band selection control to the LNB.	L-Band RF + DC	Coax	Signal, Shield
Antenna	Clock and data lines to/from the antenna. Used to control beam pointing (reference figure 4.1-13).	RS-422 differential	12	Data0+ Data0- Data1+ Data1- Data2+ Data2- Clock0+ Clock0- Clock1+ Clock1- Error0+ Error0-

4.5 Antenna Switch Unit

The PACAS antenna switch unit (ASU) accepts the two single-polarization outputs from the SPAC (LHCP and RHCP), and provides up to 24 RF outputs (12 in each of two units) selectable as LHCP or RHCP to receivers. Power is provided from the receivers on ports #1, #5, and #9 via the polarization selection. The functional schematic for four channels is indicated in figure 4.5-1. An isometric drawing is displayed in figure 4.5-2 for a 12-channel unit.



The 12-channel unit is approximately 6" x 9" x 10" and weighs approximately 6.5 lbs (the 4-channel unit is 2.5" high and weighs 3.2 lbs.).

The ASU also provides switchable communications between the receivers and the SPAC (for signal validation and frequency control) in response to discrete input service selections (one receiver at a time). The ASU is considered to be an interim interface between the SPAC and receivers, primarily suitable for business jet or military VIP missions (few users, each with individual choice of channels).

The ASU has the following additional features:

- Up to 6 non-concurrent multiple services selectable (by connecting the RS-232 interface to the SPAC) using discrete inputs on one or two ASUs.
- Receivers 1, 2, 3,...24 access all programming from the current service.
- Up to 12 channels/ASU; maximum number of total receivers is 24.
- ASU power to each group of four ports can be received from any single receiver in the group (1-4, 5-8, 9-12, where power must be supplied to group 1-4 to enable operation of 5-8, and power must be supplied to groups 1-4 and 5-8 to enable operation of 9-12, power must be supplied to groups 1-4, 5-8, and 9-12 to enable operation of a second ASU. Power is supplied as 11-19V DC, ≤ 150 mA/receiver.

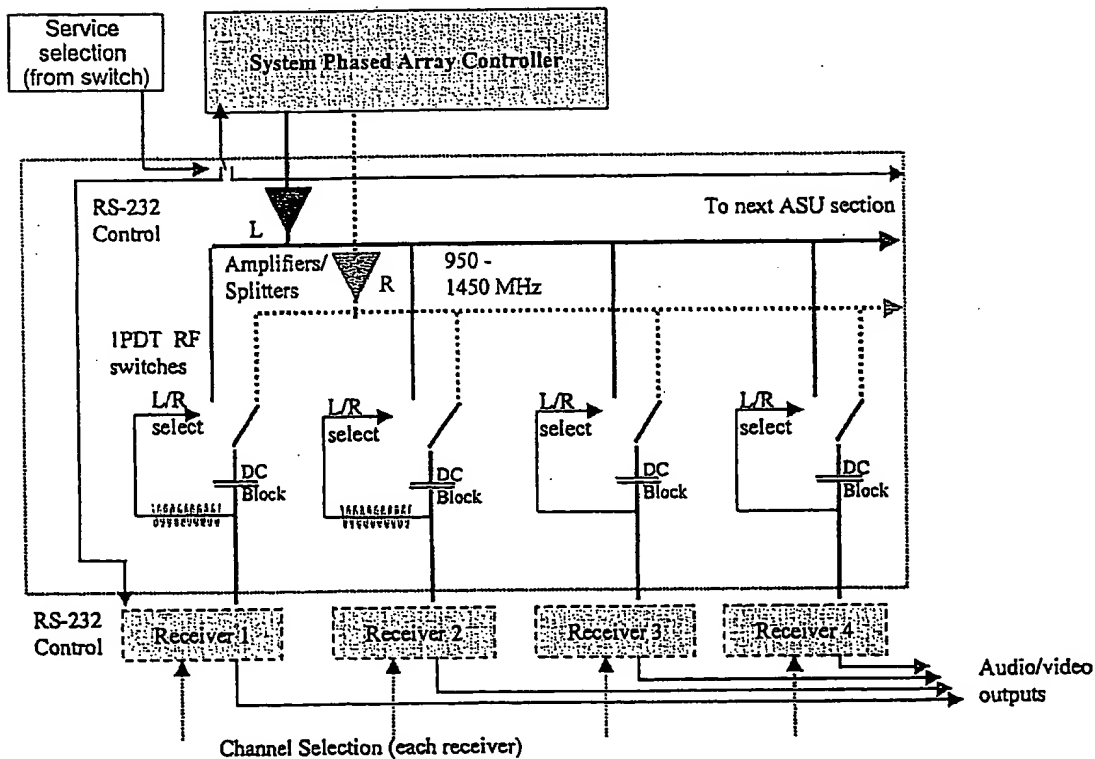


FIGURE 4.5-1 ANTENNA SWITCH UNIT CONTEXT/BLOCK DIAGRAM

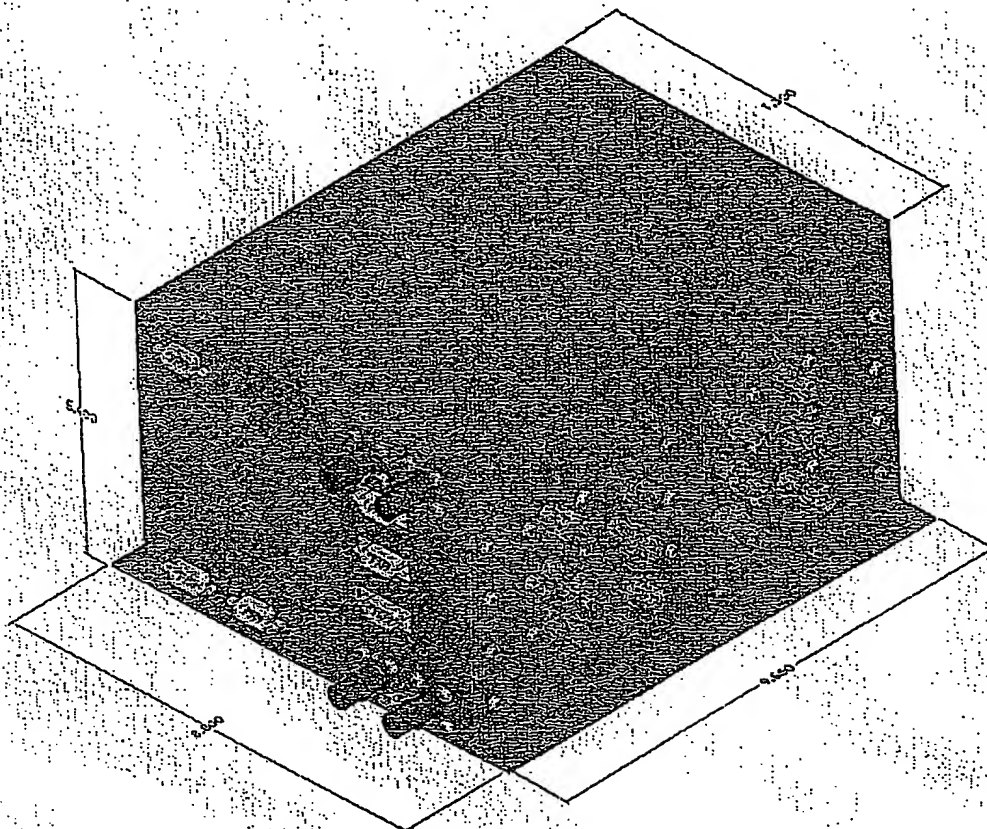


FIGURE 4.5-2 ANTENNA SWITCH UNIT ISOMETRIC DRAWING

4.6 COTS Receivers

The Commercial-Off-the-Shelf (COTS) receivers provide conversion of the input L-band RF into NTSC-compatible baseband video and associated audio. Inputs are channel selections, data requests, and L-band RF; outputs are audio and video analog, plus control signals back to the SPAC.

The control signals perform service selection by validating the required input, and selecting the transponder (frequency) and polarization associated with the selected channel. The polarization selection is accomplished as a DC level on the L-band RF input.

Input formats for decoding are the Hughes proprietary "DSS" (for Hughes DBS-1, -2, -3 satellites, with service from DirecTV and/or USSB), and MPEG2-DVB for the EchoStar/DISH network.



Output formats include "RCA" type jacks for the audio (stereo 1 k Ω , isolated, coax) and video (50 Ω , isolated, coax) (additional video outputs are typically available but not baselined for use, *e.g.*, S-video, Channel 3/4).

Channel selection is via either the buttons on the front panel or using the supplied infrared (IR) or ultra-high frequency (UHF) remote. The control options are displayed on the connected television(s) for visual feedback to the operator ("on-screen programming").

Service is authorized by the "SmartCard" installed in the receiver. Service authorization requires that the service provider (DISH, DirecTV, USSB) receive the SmartCard and receiver serial numbers for recording in their operational database. The service provider transmits an authorization to the receiver (an indication of which programs may be decoded for the combination of SmartCard number and receiver serial number) on a periodic basis. The receiver retains the authorization, and verifies that the program selected by the operator is authorized prior to decoding and outputting the audio and video (reference section 3.3.5.1 for the ASU/COTS receiver operation).

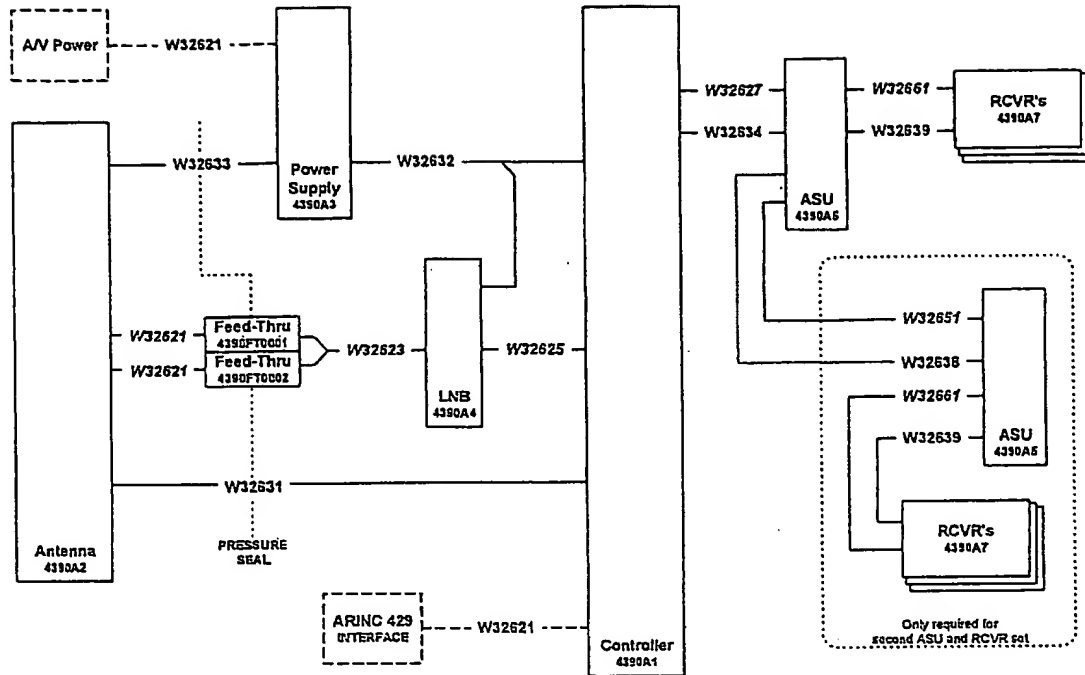
Input power is 115V AC, 60 Hz. Receivers are FCC-approved and UL-listed. Environmental requirements are consistent with heated indoor, stationary, dry locations.

4.7 Cables

Interconnecting cables are identified in figure 4.7-1. Some installation flexibility is afforded using different-length cables between the LNB, SPAC, ASU, and receivers (reference STARS-PKG-CABL-023).



Phased Array Harness Diagram



RF Cabling shown in *italics*

FIGURE 4.7-1 PACAS INTER-LRU CABLING



REVISIONS			
LTR	DESCRIPTION	DATE	APPROVAL
New	<p>ORIGINAL RELEASE</p> <p>PRR/CAS-PAS00001-02</p> <p>Reason: Incorporate Committed Change.</p> <p>THIS IS AN ELECTRONICALLY RELEASED DOCUMENT</p> <p>This document is stored in Commercial Avionics Systems EDCARS System; 7-6904.</p> <p>EDCARS filename D909-80004--DOC D909-80004--PS</p>		7-7042



Revision Record

Revision Letter	A		
Change #	PRR9500		
Changes in this Revision	Removed Boeing Limited markings from entire document. Updated Boeing Logo. Update controlled by info on Page 1..		
Signatures			
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